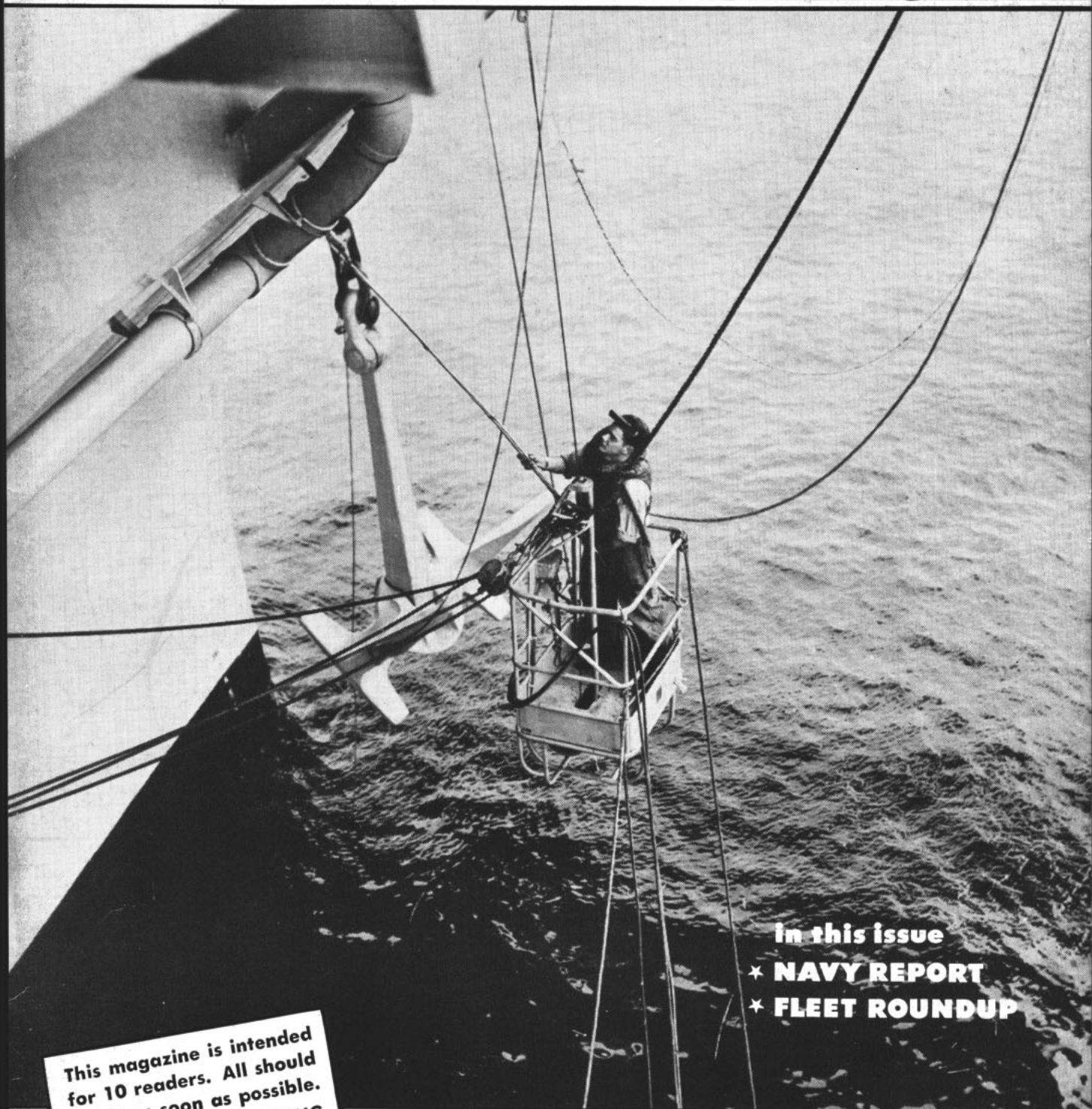


# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
**PASS THIS COPY ALONG**

**In this issue**  
★ **NAVY REPORT**  
★ **FLEET ROUNDUP**

**JANUARY 1959**





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1959

Nav-Pers-O

NUMBER 504

VICE ADMIRAL H. P. SMITH, USN

The Chief of Naval Personnel

REAR ADMIRAL J. R. LEE, USN

The Deputy Chief of Naval Personnel

CAPTAIN O. D. FINNIGAN, Jr., USN

Assistant Chief for Morale Services

## TABLE OF CONTENTS

	Page
Looking Back—A Big Year	
Review of the Navy in 1958 .....	2
Fleet Roundup	
Sixth Fleet: Ace Trouble Shooters .....	12
Seventh Fleet: Ready, Willing and Able .....	18
Neither Rain Nor Snow Nor Typhoons Stop	
Seventh Fleet Band .....	23
Letters to the Editor .....	24
One Ship Made Up Whole Fleet in the Med in	
Days before World War I .....	28
Forces that Make Up the Fleets:	
They're a Good Group .....	30
Centerspread:	
U. S. Fleets Work with Free Nations of the	
World .....	32
Today's Navy .....	34
USS Olympia, Victor at Manila, Still Survives ....	40
Bulletin Board .....	42
Status of Revised Seabee Ratings .....	42
It's Time to Take Care of Unfinished Business	
Like 'Item 17' .....	44
New Stars for Master and Senior Chiefs .....	46
Answers to Questions on Proficiency Pay .....	47
Are You in One of the Crowded Ratings? .....	50
Summary of Navy Career Information Available	52
Changes in Uniform Regs .....	54
Navy Noisery .....	55
Special Report:	
Is There a Formula for a Smart Ship? .....	56
Sure, We've Been There .....	63
Taffrail Talk .....	64

CDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

### Associate Editors

G. Vern Blasdel, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Reserve

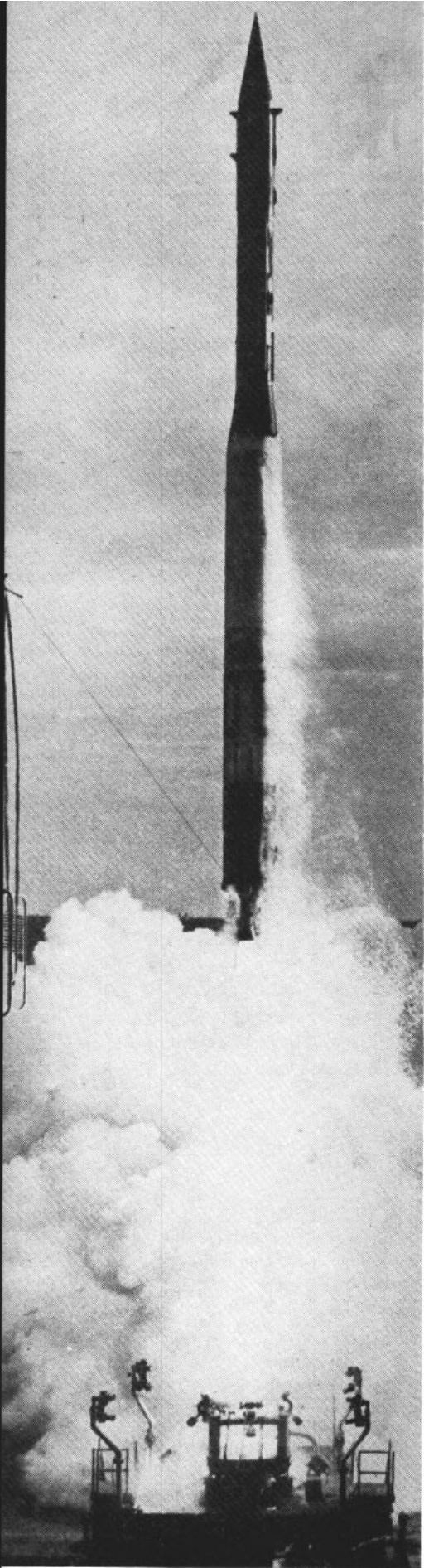
Don Addor, Layout

• FRONT COVER: 'TRAPEZE' ARTIST—A seaman from the first division of the attack aircraft carrier USS Forrester (CVA 59) sprays one of the anchors from an electrical bos'n chair.

• AT LEFT: HEAVY CRUISER USS Des Moines (CA 134), flagship of the Sixth Fleet, lies moored in the French port of Toulon close to French cruiser Emile Bertin. Note the bollards in foreground of picture.

• CREDITS: All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated.





# LOOKING BACK

**N**INETEEN HUNDRED AND FIFTY-EIGHT is gone. It was an out-of-the-ordinary period in history—and perhaps the busiest peacetime year in the U. S. Navy's 183 years of existence.

To the average Navyman, the term "new Navy" has become more than slogan—it has arrived and he's in it. Missiles are here. Guns are going. Battleships are laid up in the Mothball Fleet. It's a Navy where leading roles are played by supersonic planes and atomic ships—we're well on the way to becoming an atomic Navy.

According to the Chief of Naval Operations, the Navy leads the world in nuclear power. It is also a world pioneer in having a family of guided missiles fully operational and deployed.

As we begin the new year, the U. S. Navy is carrying forward new projects in nuclear energy, ship and aircraft design, guided missiles and other weapon systems, and in human relations.

## **The Human Element**

Many of these new technological challenges are creating new and continuing old personnel problems. No matter how advanced the new ship or weapon systems may be, they are useless unless they are placed in competent hands. Regardless of their complexity, they must still be wielded by a man—and that is a Navyman with the background, training and experience

to run the new Navy of '59.

To meet changing requirements, the Navy has set up a vast training program involving hundreds of thousands of men. It begins at the recruit training centers and goes on to more advanced studies. One example: The highly technical nuclear training schools.

This expanded educational program makes the Navy, in a broad sense, one of the world's largest universities, and undoubtedly the one with the widest curriculum. Here are some interesting items:

- About two out of every three Navy men on active duty received specialized training during the past year at one or more of the 347 schools maintained by the Navy.

- In 1958 approximately 412,000 officers and enlisted men underwent instruction at the Navy's training facilities. Others received technical courses and advanced postgraduate training at civilian universities and industries.

- In 1958 the Navy stepped up its Advanced Education and Scientific College Programs for enlisted men, and offered more enlisted men the opportunity to seek a commission or to take advantage of one of the many officer candidate programs.

- In addition to its educational and training programs, the Navy launched studies, continued with existing programs or inaugurated new ones that are designed to im-



prove the careers of all Navymen. These range from improved Sea/Shore duty rotation policies to improved habitability conditions and greater emphasis on the art of understanding (and influencing) human behavior.

- As an example of the latter, the Secretary of the Navy, Thomas S. Gates, during the past year, (17 May to be exact), issued General Order 21, which reemphasized the taken-for-granted but often neglected responsibility of every Navyman—Leadership. In the midst of its tremendous advances in guided missiles, supersonic aircraft and nuclear ships, the Navy has not overlooked the moral, physical and spiritual needs of the individual. In this respect the Navy has stepped

E-9 enlisted pay grades; and established the new proficiency pay program.

During 1958 the Navy continued with its modernization program designed to improve living quarters and make ships more comfortable and livable for the men who man them. Air conditioning, better lighting, new color schemes, roomier living spaces and lockers, foam rubber mattresses, individual reading lights and expanded recreational facilities are but a few examples of the many advances aboard ship that were made under this continuing program.

Improvement of existing barracks ashore and the construction of new ones, as well as modern housing units for the married Navyman and

## —A BIG YEAR

up its character guidance program, established new policies and means of informing its personnel on deployments, operating schedules, rights and benefits, and provided more recreational and sports facilities.

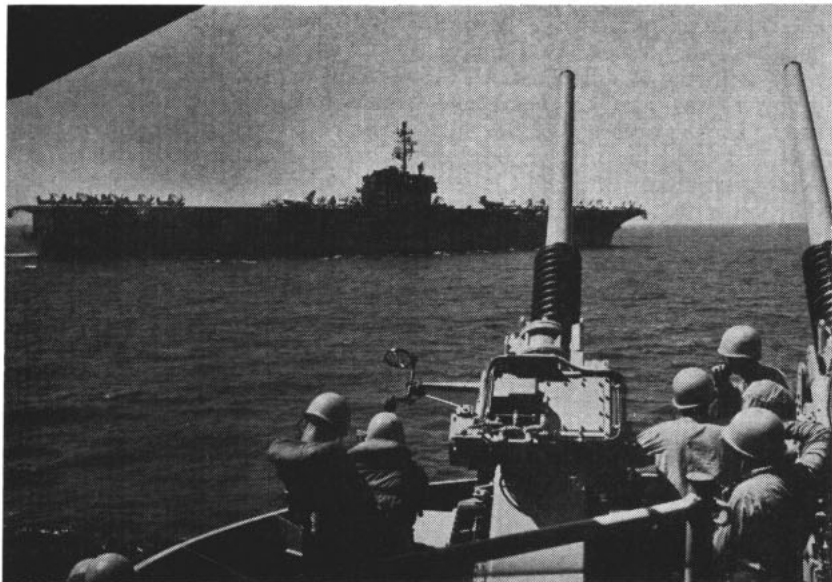
- A big morale booster was the enactment by Congress last year of the new pay bill which provided greater recompense to servicemen for their services.

- In addition to increasing basic pay, the new bill—officially called Public Law 85-422, which amended the Career Compensation Act of 1949—created the new E-8 and

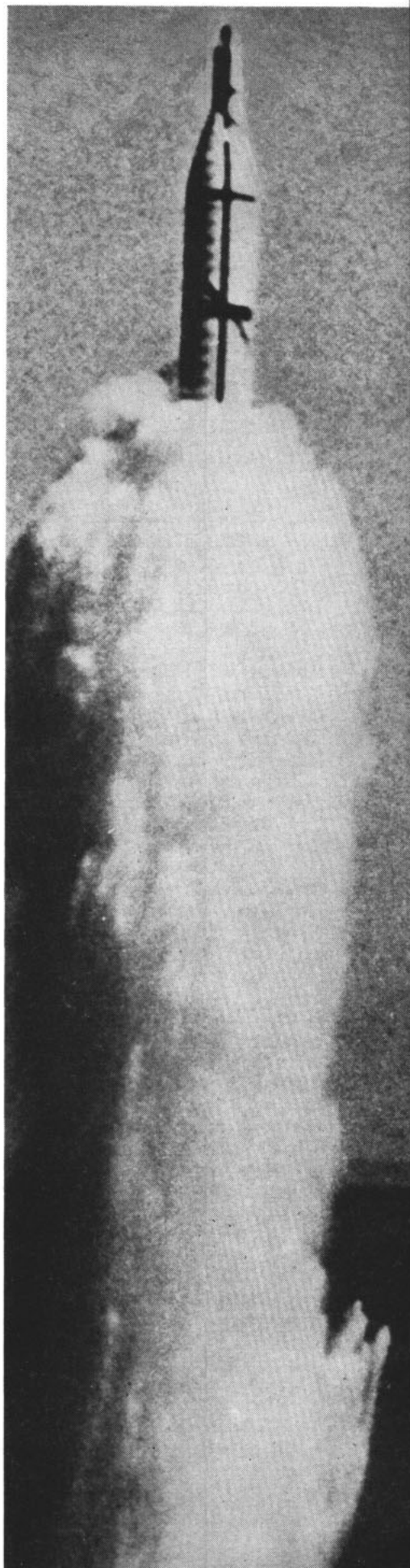
his family, were also undertaken throughout the past year.

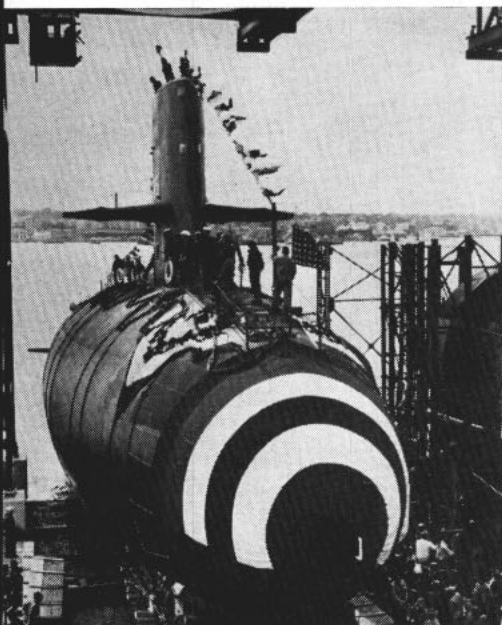
At the beginning of 1958, there were more than 633,000 naval personnel on active duty. If you broke this figure down, you would find more than 556,000 enlisted personnel, about 72,000 officers and some 5500 officer candidates. During the year, in the face of crises in the Med and the Far East, Navy's strength rose to a peak of some 643,000. By mid-1959 it is expected to be down to 630,000, to meet reduced manpower quotas authorized for each of the armed services.

**FLEET PROVED** its readiness and mobility in 1958. *Right: Polaris is test-fired.*



**JANUARY 1959**





**NEW NUCLEARITES**—USS *Skipjack*, SS(N) 585, combines speed of *Albacore* hull with A-power. Right: USS *Triton*, SSR(N) 586, is powered by two reactors.



### Troubleshooting in the Med

World events in 1958 required the Navy to maintain its operating forces at their highest possible peak of readiness. At the same time it had to maintain additional combatant ships and an enlarged amphibious force with a reinforced Marine battalion in the Mediterranean because of the continued uncertain Middle East situation.

In the Lebanese crisis, amphibious units of the Sixth Fleet landed the first elements of Marines at Beirut just seven hours after the Navy received the order to go (see page 12).

On the second day of the Lebanese crisis, a total of 16 U. S. Navy ships were on hand in the event they were needed and another 1800 Marines were landed. ADM J. L. Holloway, USN, CINCPAC, in command of all operations in the area, shifted his flag from London to the amphibious group command ship USS *Taconic* (AGC 17) at Beirut.

Within three days after the initial landing, there were about 50 U. S. naval ships in the area and some 5400 Marines were ashore. On 18 July, additional replacements began arriving by air from U. S. Army installations in Europe.

From 15 July to 5 September, aircraft from the Sixth Fleet's Carrier Division Six flew more than 14,700 hours in some 6900 sorties while *Saratoga's* aircraft accounted

for the remaining 4200 flights.

When conditions permitted, U. S. troops were withdrawn from Lebanon. The evacuation of U. S. troops was completed on 26 Oct 1958, when the last units boarded transport ships and aircraft to return to their regular duty stations in France and Germany, and aboard ships of the Sixth Fleet.

### Troubleshooting in the Far East

There was a similar situation in the Western Pacific which also required more ships, planes and men to be on hand and ready in case they were needed.

In the Western Pacific, the possessions of another allied nation — Taiwan (Formosa) — were brought under attack. In Formosa strait, as in the Middle East, U. S. seapower was also on hand and ready. In this case, the Seventh Fleet was available to give needed escort assistance to the Chinese Nationalists so they could maintain an unbroken supply chain from Taiwan to their off-shore islands that were under fire.

Twice in rapid succession during 1958, the U. S. Navy was called upon to support allied nations with military strength. This was possible because of the readiness of the Sixth Fleet in the Mediterranean, and the Seventh Fleet in the Western Pacific.

While the Fleets were helping to guard world peace, other elements of the Navy were also busy.

### Vanguard I Launched

On 17 March 1958, the Navy launched its historic Vanguard I test satellite which still circles the earth, and, from all indications, will continue to stay in orbit for another 200 years.

With four satellite launching still scheduled, Project Vanguard was transferred from the Navy on 1 Oct 1958 to the newly established National Aeronautics and Space Agency.

Project Vanguard, while under the Navy's control, was initiated, planned and carried through entirely as an IGY scientific venture. In 32 months, the Navy had designed and built a successful launching vehicle, constructed a series of scientific satellites containing a radically new line of highly sophisticated instruments and created a network of tracking stations.

Vanguard's techniques and hardware have been so highly regarded that they have been adopted for use in space vehicles. The second and third stages of the Vanguard rocket are being used in some moon shoots.

### First Under the North Pole

During 1958, USS *Nautilus*, SS(N) 571,—the "Model T" and proudest of our nuclear submarines—marked the fourth anniversary of the commissioning by continuing her underwater exploits.

On 3 Aug 1958, under the command of CDR William R. Anderson, USN, *Nautilus* became the first ship in history to reach the North Pole. With that dramatic polar breakthrough, *Nautilus* and her crew of 13 officers and 97 enlisted men continued her long series of firsts which began back in January 1955 when she first got "underway under nuclear power."

Since beginning her initial trials, *Nautilus* has traveled about 150,000 miles on nuclear power and has completed numberless pioneer accomplishments. She went over 62,500 miles on her first charge of nuclear fuel and is still cruising on her second.

Although *Nautilus* was the first ship to make the polar underseas transit, USS *Skate*, SS(N) 578, wasted no time in making a visit to the North Pole. In so doing, moreover, *Skate* became the first submarine to conduct extensive operations in the polar area. With CDR James Calvert, USN, as CO, *Skate* (with a crew of 10 officers,



87 enlisted men and nine civilian technicians aboard) reached the North Pole on 11 August, just eight days after *Nautilus* broke the ice.

#### Record for Staying Down

Meanwhile, *uss Seawolf*, SS(N) 575, was not to be outdone by the Navy's first and third atomic subs. While they were undertaking their polar ventures, *Seawolf*, the second and largest of our commissioned atomic submarines, set out to make some history on her own. On 7 Aug 1958, two days out of New London, Conn., the flagship of the Atlantic Fleet Submarine Force submerged in what appeared to be another routine dive.

In a sense, the dive was routine, but *Seawolf's* 106-man crew had to wait for two months before their skipper, CAPT Richard B. Laning, USN, gave the command "Surface!"

In so doing, *Seawolf* established an underwater-cruising record of 60 days. In announcing this accomplishment at the White House, the President called it a record "that someone else is going to have a hard time to beat."

Her record almost doubled the old submergence record of 31 days, 5½ hours held by *Skate*. *Seawolf's* two-month stay underwater was considered to be of utmost value not only for submarine operation studies but also for space flights. It demonstrated that men can live for weeks and months using only purified and replenished air they have with them at the outset.

The 106 men in *Seawolf* used the same air that was in the hull when

they submerged on 7 August. It was cleansed continuously by chemical filters and replenished occasionally by shots of pure oxygen carried in flasks. But at no time during the 60-day submergence did *Seawolf* come up to the surface for fresh air.

#### Progress in ASW

Today, ASW is one of the Navy's biggest responsibilities. While there are many problems to solve, great strides have been made in this field. A new job, that of ASW Readiness Executive to CNO, has been created, along with the Navy's Anti-submarine Defense Force with its three new Antisubmarine Task Groups—*Alfa*, *Bravo* and *Charlie*.

*Alfa* was established in April 1958, while *Bravo* and *Charlie* were both organized and became operational on 15 October. Both *Alfa* and *Bravo*, built around the ASW Support Carriers, *uss Valley Forge* (CVS 45) and *uss Wasp* (CVS 18) respectively, will concentrate on accelerating and developing new hunter-killer tactics; while *Charlie*, centered around *uss Mitscher* (DL 2), will stress convoy escort tactics, doctrine and equipment including joint operations between destroyers and long-range patrol aircraft.

As 1958 ended, the Navy continued to speed up development of its long-range detection capabilities. In the development stages were new antisubmarine weapons—both torpedoes and rocket-propelled—for faster, more accurate kill with both conventional and nuclear war-

heads. New, improved submarine detection equipment was in the process of being installed in many types of naval aircraft.

With new atomic depth bombs and rockets becoming operational, as well as more efficient homing torpedoes, rocket-assisted projecting devices, and advanced-data computers for solving the complex fire control problem, the Navy is steadily adding to its submarine "kill" probability. And the ASW weapons and detection equipment that are under development are based on radically new principles and will add further to the Navy's ASW capabilities.

#### Training and Readiness

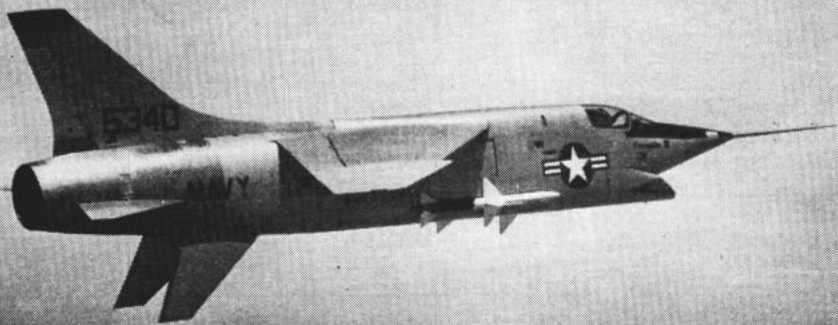
Our ASW forces were not the only Fleet units to improve their capabilities during the year. Practically all Fleet units, at one time or another took part in at least one major training exercise in an effort to improve their state of readiness and to develop, test and evaluate new concepts.

Typical of the many major training operations conducted during 1958 was **Operation Springboard** which got underway in January and ended in March. It was conducted in waters adjacent to Puerto Rico, with more than 130 ships, including the carriers *uss Tarawa* (CVS 40) and *Valley Forge*, a large number of destroyers and submarines, among them the guided missile sub *uss Barbero* (SSG 317), and units of the Royal Canadian and Royal Netherlands navies.

Then in the Pacific there was

**FAST MOVING** Navy ships landed Marines at Beirut, Lebanon, only seven hours after Fleet received orders to go.





**THREE AND THREE**—Sharp-nosed *Crusader III*, Navy's all-weather push-button fighter carries *Sparrow III*, air-to-air guided missile during test flight.

**Mantle Rock** (15-22 Jan), with 30 ships and 300 planes from the Seventh Fleet; that was conducted over land and sea areas from northern Japan south to the Philippines; and **Strongback** during the latter part of February and early March, which featured more than 100 ships taking part in a large-scale amphibious landing that put 20,000 U. S. Marines and Philippine soldiers and Marines ashore on the east coast of Luzon.

Back in the Atlantic Fleet, **Intex 1-58** was held (13-24 Jan) with some 25 ships participating; and shortly thereafter **Intex 2-58** was held by 20 units of the Second Fleet as they were en route to join the Sixth Fleet.

The first major amphibious exercise to be held in the Atlantic Fleet since 1955 was conducted 13-31 March by some 60 ships and 260 aircraft manned by 40,000 blue-jackets and Marines. This operation reached its climax when ships and men made an assault landing on Onslow Beach, N. C.

The "Fleet" cruise concept was used again in the summer of 1958 for training Naval Academy and NROTC midshipmen. In a series of three cruises—**Alfa 1**, **Alfa 2** and **Xray 1**, the midshipmen moved directly into the organization of Sixth Fleet ships operating in the Med and ships of the Second Fleet that visited ports in Western Europe.

Other training exercises conducted during 1958 included:

- **Oceanlink** — A joint SEATO operation with ships of five nations participating.

- **Tramid 1958** — Two weeks of amphibious indoctrination for 875 USNA midshipmen and 50 Royal Canadian naval cadets.

- **Rocky Shoals** (2-11 Nov)—A

PacFlt exercise which featured the first large-scale landing of Army troops by helicopter from ships at sea. More than 12,000 Navy men aboard 40 ships took part in this full-scale test of atomic age tactics which was climaxed by the landing of 13,000 Army troops.

- **Midlink** (3 Nov-24 Nov)—U.S. destroyers and subs joined ships from Baghdad Pact nations for three weeks of operations in the Arabian Sea.

These were but a few of the typical training exercises conducted throughout 1958. There were others of course, but too numerous to mention in this roundup.

#### **Arctic Resupply**

During 1958 the Navy again undertook the gigantic task of delivering extensive equipment and supplies to the Distant Early Warning Line sites that ring the Arctic Circle; the U.S. military commands in northeastern Canada and Greenland; and to the U.S. government Pribilof Island sealing station off the coast of Alaska.

These annual resupply expeditions to the Arctic are conducted by the Navy's Military Sea Transportation Service. Even though not so extensive as in past years, these operations involved more than 50 ships—including four Coast Guard and three civilian merchant marine vessels—in delivering over 220,000 measurement tons of dry cargo and over three million barrels of petroleum products to the Far North outposts.

#### **Snow Goose Goes North**

Speaking of northern exploits, a Navy blimp dubbed "Snow Goose" got into the act too. The airship, from the Navy's air development unit's ZPG-2, flew to within 500 miles of the North Pole—the far-

thest north that any U.S. Navy blimp has ever flown. Its mission was to conduct Arctic research (it also dropped mail and supplies to T-3, an island of ice used by U.S. scientists as a floating observation post).

**Snow Goose** headed north on 4 August, after several days' delay because of foul weather, and was hovering over the floating ice island well inside the Arctic Circle on 9 August. Flying low and slow, the blimp furnished a suitable research platform hundreds of miles from a landing area.

When the airship landed at NAS South Weymouth, Cape Cod, Mass., at the end of its journey, it had covered a round trip of 9400 miles. The final 3400 were ticked off in 78 hours, with a one-hour stop at Fort Churchill for fuel.

#### **Navy at the South Pole**

**Deep Freeze IV** got underway in August when nine ships, including icebreakers, oilers and cargo carriers plus a score of aircraft ranging from ski-equipped R4Ds to giant **Globemasters**, departed to provide support for the final phase of this country's IGY Antarctic Program scheduled to end on 31 Dec 1958.

The Navy's 1958 undertaking to the southernmost continent also provided the initial logistic support for the Antarctic Research Program (ARP) which took over U.S. scientific activity when IGY officially closed.

The basic mission of **Deep Freeze IV** was to bring new personnel and fresh supplies to the four stations to be maintained under ARP and to evacuate the 347 personnel (of these 71 were civilians and the others, Navy men) who were manning the remainder of the seven stations that were closed.

About 2700 officers and whitehats took part in the 1958-59 **Deep Freeze IV** resupply operation. Almost 200 of them will remain in the south polar region until the task force returns to pick them up in the winter of 1959. (It will be summer there of course.)

The nine ships of **Deep Freeze IV** transported more than 9000 measurement tons of cargo (40 cubic feet per measurement ton) while planes carried in another 300 short tons from New Zealand. In addition, a total of 2,150,000 gallons of aviation and automobile gasoline and diesel fuel were shipped to Antarctica.

Food supplies for **Deep Freeze IV**



ranged from a single pound of sesame seeds to about 33,000 pounds of choice, boneless beef. It takes nearly 2000 pounds to feed one man in Antarctica for one year.

In addition to the Fleet operations mentioned above, the every-day and little publicized operations of the Navy continued throughout 1958 as they will in years ahead. Some ships never left home waters, while others were on the go continually.

#### Status of Ships

At the end of 1958, the Navy was operating more than 580 combatant ships, over 210 auxiliaries and about 2500 yard and service craft. In addition to these, the Navy has more than 1330 combatant ships, over 350 auxiliaries and 2570 service craft mothballed or in a reserve status.

A breakdown of the active combatant ships includes 390 warships (cruisers, aircraft carriers, destroyers, and submarines), 85 patrol craft, more than 120 amphibious ships and 77 mincraft.

At the time of this writing, 14 new ships had been commissioned in 1958. They included the Navy's fourth and fifth atomic submarines, *uss Swordfish*, SS(N) 579, and *Sargo*, SS(N) 583; the conventional guided missile submarine *uss Grayback* (SSG 574); four destroyer type ships; three landing ship tanks; and four mincraft.

On the other hand, 75 ships were either decommissioned during 1958 or transferred to the Reserve Fleet for inactivation. They included the last of the Navy's two active battleships. *uss Iowa* (BB 61) was decommissioned on 24 February and *uss Wisconsin* (BB 64) hauled down her commissioning pennant on 8 March. For a complete listing of the ships which have joined or left the active Fleet during 1958, see next month's roundup in ALL HANDS.

Not since the conversion from sail to steam, the incorporation of armor into warship designs and the development of rifled guns, has naval construction faced such challenges and opportunities as confront the Navy today.

Throughout 1958 as in the past years, the Navy continued its attempts to prolong the efficient life of the now aging World War II ships which constitute the bulk of our operating forces. The Navy's shipbuilding efforts, however, have been bent toward exploiting the fast



SEAGOING LAB—USS Observation Island (EAG 154) will test launching, fire control and navigational devices required for fleet ballistic missile *Polaris*.

moving development in the fields of nuclear propulsion, guided missiles, electronics, hydrodynamics and gas turbines.

Much progress has been made in this respect. Here's a breakdown on the status of the ships of the new Navy:

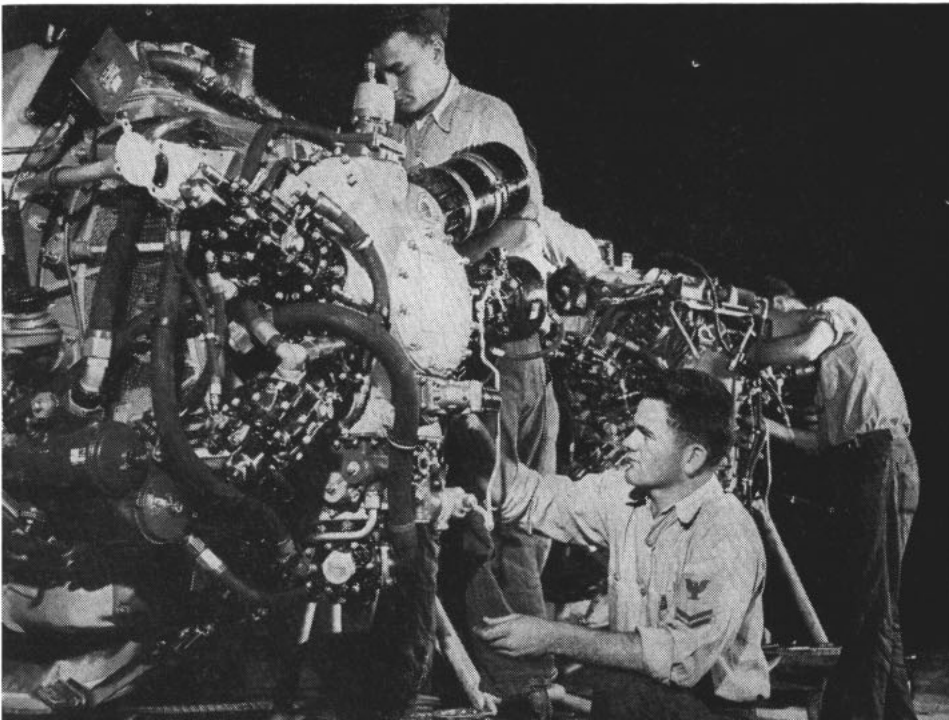
#### Guided Missile Ships

All told there are 38 active ships equipped with or capable of handling guided missiles, and 64 more

that have been authorized, are being built or are undergoing conversion.

At present, our active Fleet boasts of three guided missile cruisers *Boston* (CAG 1), *Canberra* (CAG 2), and *Galveston* (CLG 3); the guided missile destroyer *uss Gyatt* (DDG 1); four conventional *Regulus*-launching submarines—*Tunny* (SSG 282), *Barbero* (SSG 317), *Grayback* (SSG 574), *Growler* (577)—and four cruisers—*uss Helena* (CA 75), *uss*

TRAINING 1958—Navy training program soared ahead qualifying men on many levels in technical skills needed to keep Navy shipshape, in fighting trim.



## BIG YEAR—

Los Angeles (CA 135), *uss Macon* (CA 132) and *Toledo* (CA 133)—capable of firing *Regulus* missiles. To provide added offensive power, these ships are deployed in two areas—one Atlantic, one Pacific.

So far as the future goes, the following guided missile ships are underway:

- One nuclear-guided missile frigate—This was authorized under the Navy's current (Fiscal '59) shipbuilding program. This DLG(N) will be 550 feet long, have a beam of 56 feet and displace 7600 tons. It will have a much greater cruising range at sustained speeds than conventionally powered frigates. This first nuclear-powered destroyer-type ship will have twin *Terrier* missile mounts fore and aft, in addition to ASW weapons and conventional armament. It is scheduled to be delivered to the Navy in January 1962.

- Five nuclear-powered *Regulus*-launching subs have been authorized or are under construction.

- Nine Fleet Ballistic Missile Submarines capable of firing the *Polaris* missile were authorized during 1958. Construction has begun on five of them. The first *Polaris*-launching sub is expected to be operational in 1960.

- Nineteen DLGs have been authorized or are under construction. Five were launched in 1958.

- One nuclear-powered Guided Missile Cruiser—*uss Long Beach*, CG(N) 9, will be the Navy's first nuclear-powered surface ship and the first all-missile ship.

- Three carriers under construction—*uss Kitty Hawk* (CVA 63), *uss Constellation* (CVA 64) and the nuclear carrier, *uss Enterprise*, CVA(N) 65, will be missile equipped.

- Three heavy cruisers—*uss Albany* (CG 10), *Chicago* (CG 11), and *Columbus* (CG 12)—are being converted to handle *Talos* surface-to-air missiles.

- Two light cruisers—*uss Little Rock* (CLG 4) and *Oklahoma City* (CLG 5) are also being converted to be *Talos* launchers.

- Three light cruisers — *uss Providence* (CLG 6), *Springfield* (CLG 7) and *Topeka* (CLG 8)—are undergoing conversion to handle *Terrier* missiles.

It looks as though missiles are here to stay.

### Nuclear-Powered Ships

Our active nuclear Fleet today

numbers five ships. *uss Swordfish*, SS(N) 579, and *SARGO*, SS(N) 583, joined the Navy's operating forces in 1958, while *Seadragon*, SS(N) 584, *Skipjack*, SS(N) 585, and *Triton*, SS(N) 586, were launched.

While speaking of *Skipjack*, which will be commissioned any day now, Admiral Burke said: "We are proud of the fact that we have shown the world a new frontier in submarine warfare with a wholly new submarine combination in *Skipjack*. She is the forerunner of a whole new family of submarines—combining nuclear power with the highly maneuverable *Albacore* hull."

*Triton* is something to boast about too. She's the world's largest submarine—she's actually a submersible, three-deck, 6000-ton cruiser. *Triton* is the first submarine to be powered by two reactors as well as the first nuclear-powered radar picket sub. Her twin reactors will give her a top speed equal to that of a carrier task force, and she'll have a cruising range of about 112,000 miles without refueling.

In addition to the eight nuclear subs that are in the water, 25 more have been authorized or are under construction. With the nuclear-powered aircraft carrier *uss Enterprise*, CVA(N) 65, the nuclear guided missile cruiser *USS Long Beach*, and the yet unnamed nuclear-guided missile frigate, the U. S. Navy has a total of 36 nuclear ships in the works.

A brief count of the Navy's com-



TRYOUT—New underwater weapon systems are being developed, analyzed, changed and improved upon.

batant warships, including the guided missile and nuclear ships mentioned above, shows the following:

**Aircraft carriers**—26 active, four under construction and two being modernized.

**Cruisers**—15 active, one under construction, and eight being converted to guided missile ships.

**Destroyers**—240 active, 22 under construction.

**Submarines**—112 in commission, 21 more being built.

Add to this the strength of the Navy's *amphibious warfare ships*, *mine warfare ships*, *patrol ships*, *auxiliary* and *service ships* and you have a real sea punch.

### Naval Aviation

The air arm, like all other major activities of the Navy during 1958, was directed toward the development of weapons to combat the ever-increasing submarine threat.

As of 31 Dec 1958 the Navy had approximately 7800 operating and 1900 logistic aircraft in service. Almost half of these were jets. These planes were divided among 17 carrier groups, 20 fixed wing and helicopter ASW squadrons, and 40 auxiliary units such as patrol, early warning, mining and reconnaissance squadrons.

For fighter-interceptor aircraft, the Navy is currently using the F3H *Demon*, the FJ-4 *Fury*, F8U-1 *Crusader*, the F11F *Tiger*, and the F4D *Skyray*.

For attack aircraft the Navy has the A3D *Skywarrior* and the A4D *Skyhawk*.

And the Navy has also been busy working on aircraft which will meet tomorrow's requirements. In the words of Vice Admiral Robert B. Pirie, USN, DCNO for Air, "Three such aircraft made their first flights during the summer of 1958. They were the F8U-3, the F4H and the A3J. Two of these—the F8U-3 and the F4H, already have flown at more than twice the speed of sound and well above today's operating altitudes.

"These planes, containing the latest in all-weather navigation, communication and fire control equipment and missile armament, are completely compatible with the *Forrestal*-class attack carriers," VADM Pirie said, "and soon will take their places within the air group complements. They will be followed closely by a new versatile



twin-jet attack plane for which the initial contract was awarded last August."

Today's carrier-based aircraft have available to them air-to-ground visual radio-guided weapons. Tomorrow's long-range, high-speed attack aircraft will have an air-to-surface missile with range measured in hundreds of miles and with the selection of a nuclear or conventional warhead.

VADM Pirie also pointed out that in addition to the basic fighter and attack aircraft, the Navy needs certain special function planes. In reconnaissance the trend is toward "all-weather multi-sensor aircraft capable of simultaneous exploitation of photography, electronic intercept, television, infrared and high resolution radar." A study is at present being made of the feasibility of applying this principle to one of the newer planes. In airborne early warning, a new model with improved electronic gear went through mock-up a year ago and in due time will be flying barrier patrols and controlling interceptors around our task forces.

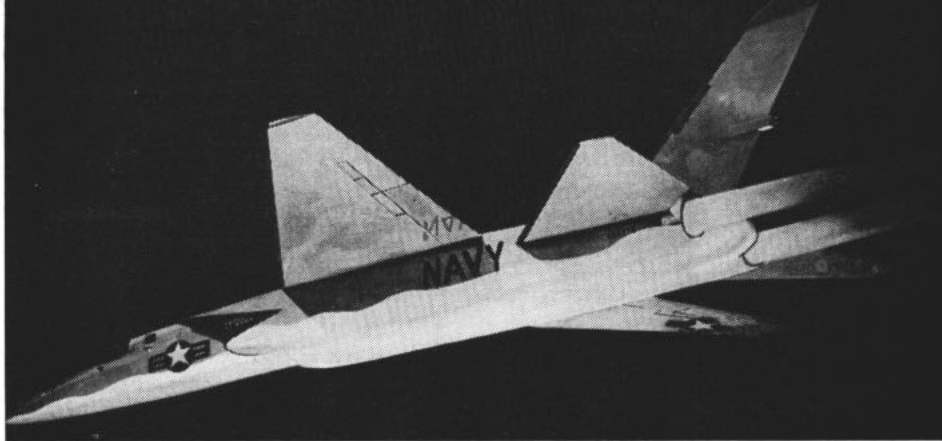
The Navy's current ASW type aircraft includes the shore-based P2V *Neptune*, the P5M *Marlin* sea-plane, and the carrier-based S2F *Tracker*. A new high-speed, long-range patrol plane, the P3N *Electra* has been developed and has been ordered into production.

A new helicopter with a longer range dunking sonar was tested successfully in 1958 and will join the Fleet this year. Previously, helicopters have been restricted to daytime ASW missions. They will now have an all-weather capability and will take their place as round-the-clock members of the Navy's ASW team.

#### Ordnance—Guided Missiles

As might be gathered from the foregoing, the emphasis in ordnance during the past year was almost exclusively on missiles. Of the 15 missiles in the Navy's armament, six are operational. Here's a brief summary of the status of each:

- **Sidewinder** is now the primary guided missile weapon used by aircraft squadrons in the Sixth Fleet in the Mediterranean and the Seventh Fleet in the Western Pacific. It will also be used in the air defense of the continental U. S. It is basically a defensive air-to-air weapon.



**DUAL PIPES**—Artist's painting shows Navy's new carrier-based A3J-1 now being tested. It will provide the Fleet with a supersonic weapons system.

Guided by an infrared or heat-seeking device, *Sidewinder* finds its target by homing on the heat of the aircraft. It is a relatively inexpensive and reliable weapon measuring about nine feet in length and weighing about 155 pounds. It is effective from sea level to 50,000 feet. It has very few moving parts, is moderately simple in construction, requires no specialized technical training to handle and assemble.

- **Sidewinder -1C** is in the development stage. It will provide higher speed and greater range than the present model.

- **Regulus I** was the first opera-

tional attack missile to join the Fleet. It is a ship-to-surface missile which resembles a small jet fighter. Its range is in the 500-mile class and it travels at "high" speed. It is capable of carrying a nuclear warhead, is powered by a turbojet and is guided by an electronic brain.

The Navy has announced that work on the *Regulus II*, a missile with a 1000-mile plus range, has been cancelled. While successful, the missile was cancelled to provide "the best balance in over-all weapons systems within the resources available."

- **Terrier** is an all-weather ship-to-air missile. Designed to intercept enemy aircraft at longer range and



**NEW MEMBER** of Navy's guided missile family was air-to-surface guided missile *Bullpup* for use against such shore targets as pill boxes, bridges, railroads.

## BIG YEAR—

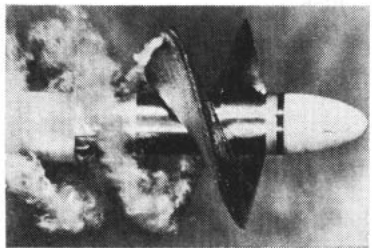
higher altitudes than conventional anti-aircraft guns, the 15-foot weapon weighs about one and one-half tons, and has a range of about 10 miles. It employs beam-riding guidance. As you may have noted earlier, two guided missile cruisers and one guided missile destroyer now in commission have *Terrier* missile capability.

- **Sparrow III** is replacing its predecessor *Sparrow I* in Fleet air defense. An air-to-air weapon, the new version is 12 feet long, weighs about 350 pounds, and can hit a speed of more than 1500 miles per hour. Navy fighters can carry from two to four *Sparrow III*s. It is the primary weapon for many present and all future all-weather fighters.

- **Petrel** is an air-to-surface weapon which is now being phased out of production.

- **Talos** is a supersonic ship-to-air little number which weighs about 3000 pounds, is powered by a 40,000-horsepower ramjet, and can reach extremely high altitudes, with a range of some 65 miles. One guided missile ship now in commission has *Talos*, capabilities, and six more cruisers, one nuclear-powered, are upcoming.

- **Tartar** is, says VADM John H. Sides, USN, Director, Weapons Systems Evaluation Group, "small enough to go into destroyers and the secondary batteries of large ships, yet have more performance than the original *Terrier*. It can re-



**NEW TWIST**—New type ship propeller is now being tested at the David Taylor Model Basin. The 'super-cavitating' propeller takes advantage of the formation of a vacuum to develop increased speed.

place the five-inch mounts." A junior version of the original *Terrier*, it has about the same range, but is designed especially for destroyer use. Three guided missile cruisers and 18 guided missile destroyers will have this ship-to-air missile aboard when commissioned.

- **Polaris** is the Navy's pride and joy. It will be an Intermediate Range Ballistic Missile with a range of about 1500 miles. It is designed especially for submarine use and, as a consequence, uses a solid-propellant fuel. A converted cargo ship, *USS Compass Island* (AG 153), is busily developing an accurate navigational system needed for accurate shipboard use of *Polaris*. As mentioned earlier, five nuclear subs capable of launching *Polaris* are under construction.

- **Subroc** will be along in due

time. Right now, it's in the early developmental stage. A ship-to-surface missile, it can be fired from above or below the surface. According to theory, the *Subroc* system detects an enemy sub, computes its course and speed, then fires the missile. It does not, however, automatically paint a trophy on the conning tower.

- **Bullpup** is an air-to-surface missile designed for use by carrier-based Navy aircraft and shore-based Marine planes. Eleven feet long, weighing 540 pounds, it is relatively inexpensive, highly accurate and simple. It is intended to be used against comparatively small targets such as tanks and pill boxes. It becomes operational this year.

- **Corvus**, an air-to-surface missile, and **Eagle**, a long-range air-to-air missile, are under early development.

### Pacific Missile Range

Meanwhile, a major missile test center, with a firing range extending far into the Pacific Ocean, is being established with headquarters at Point Mugu, Calif. Known officially as the "National Pacific Missile Range," it will be operated by the Navy for all U. S. military services.

The functions of Point Mugu will complement, not conflict with, those of Cape Canaveral. The latter will continue to specialize in research and development, with the Pacific Range handling some research and development but concentrating on missile training.

Supplemented by the southern portion of Cooke Air Force Base, near Lompoc, Calif., Point Mugu will constitute a range of some 500 miles along the coast and will, for the time being, extend 250 miles at sea. It will be gradually equipped to handle ICBM launchings along corridors extending far into the South Pacific.

### Research and Development

In brief survey of the Navy's activities during 1958 such as this (well, relatively brief), the widely varying aspects of its Research and Development program cannot be adequately touched upon. To give some idea of its scope, here's a brief mention of a few of the projects that made news last year:

- Researchers are beginning to teach electronic computers to "think." Or, to express the above concept a little more technically,



**IGY'S SUNNY SIDE**—U.S. and New Zealand flags fly from mast on isle of Puka-Puka where Navy Research Lab and other IGY scientists studied eclipse.



it has been claimed "that a non-biological system is capable of perceiving, recognizing and identifying its surroundings without any human training or control."

The "non-biological system" in this case a computer, known as the "Perceptron" is claimed to have the ability not only to "learn" what it is shown, but also the capability of recognizing an object and then indicate what that object is, even though it has never seen it before.

- The *Bathyscaphe Trieste* will be used by the Office of Naval Research in research of the ocean depths off the Southern California coast. The 70-ton diving craft, developed by the Swiss scientists Auguste and Jacques Piccard, was purchased by the Navy to enable west coast oceanographers to conduct basic scientific research involving acoustical and biological investigations of the Pacific waters in the San Diego area. They hope to explore the ocean environment at great depths and to evaluate the bathyscaphe's potentialities as a research tool and as a deep-diving submarine rescue vessel.

*Trieste* is an underwater equivalent of a blimp, and is capable of exploring the ocean to a depth of more than three miles.

- Mark well the word "cavitation." You'll be hearing more of it. The word itself refers to the formation of a vacuum around a fast-moving propeller, but the "super-cavitating propeller," developed at the Navy's David Taylor Model Basin, makes it possible to achieve much higher ship speeds than formerly considered possible.

- This development ties in nicely with the recently introduced *marine gas turbines*. The new type propeller works best at high speeds, and so does the gas turbine. Enthusiasts claim that this is the first major step in propeller design in 30 years.

- In the field of basic research, the Navy has been as busy as usual. Basic research is that field of science in which the results are rarely visible and are seldom concrete for some time to come. But this is to a large extent what helps to make the "new" Navy. According to RADM Rawson Bennett, USN, Chief of Naval Research, the support of basic research is the primary mission of ONR, to the extent that four-fifths of its contract research funds are used for that purpose. More than



**RESEARCH ABOVE**—Navy and civilian scientists obtained much information on high altitudes last year. Here, rocket is readied during project Rockoon.

140 colleges and universities are engaged in basic research projects sponsored by ONR. In all, the Office of Naval Research currently has more than 1500 research contracts in various stages of progress.

#### Conclusion

In a report such as this, it is impossible to tell the entire story of the Navy in 1958 and today. Much of the story is left untold—not because of its lack of interest or importance but owing to the lack of space, and security restrictions.

In summing up the Navy in 1958 and today, the Chief of Naval Operations, ADM A. A. Burke, has said:

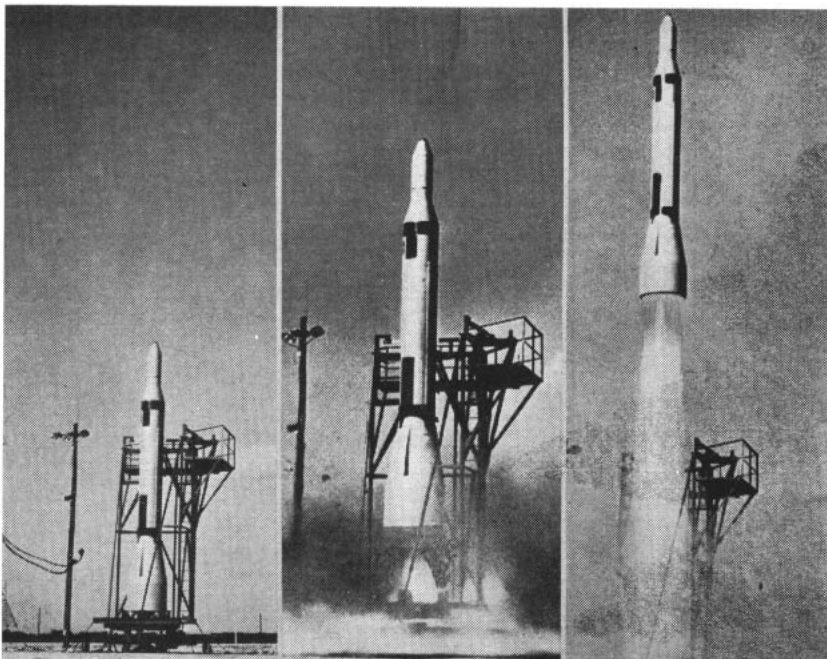
- "We are proud of the progress

we have made in strengthening the full range to handle the functions the Navy must perform in all kinds of wars—large and small—including cold war—and friendly missions of mercy.

- "We have led the world in nuclear power—in communications—in putting a whole family of guided missiles into our operating forces and in developing aircraft.

- "We in the Navy know . . . we will have to keep steaming at full power in order to retain control of the sea for the free world. We know we face the stiffest competition we have ever faced in the life of our nation."

H. George Baker, JOC, USN.



**SOLID MAN**—Solid-propelled test vehicle of Navy's *Polaris Fleet* ballistic missile blasts off from launching pad during tests at Cape Canaveral, Fla.

# Sixth Fleet: Ace Trouble

**T**HE U. S. SIXTH FLEET, operating in the Mediterranean, has earned its reputation as the "Friendly Fleet." It has built up this reputation in friendly acts and good will ashore in the 100 or more Mediterranean ports it has visited each year.

It has another reputation—that of power unleashed from the sea. In its defensive and offensive capabilities, it is able to deliver in a single attack more power than all of the combined Allied and Axis forces during World War II.

Commanded by Vice Admiral Clarence Ekstrom, USN, the U. S. Sixth Fleet is normally made up of over 50 ships and 25,000 men. During the recent Lebanon crisis, however, these numbers grew to over 70

ships and 35,000 men. About 200 planes are aboard its aircraft carriers. Described by many as the most powerful striking force in the world, the Fleet is organized into three main functional task forces.

Two large carriers, *uss Randolph* (CVA) and *Forrestal* (CVA 59) the heavy cruisers, *uss Des Moines* (CA 134) (Sixth Fleet Flagship), and *uss Newport News* (CA 148) together with some 20 destroyers, make up the Attack Carrier Striking Force (*Task Force 60*).

This force is the main striking arm of the Fleet. The attack carriers are equipped with both jet fighter aircraft and jet bombers. Included aboard are the *Skywarrior* and *Banshee* jets, with atomic bomb carrying

capabilities, together with the supersonic *Crusader*. They have a striking radius of 1000 miles and can operate around the clock under any weather conditions.

Besides these planes, which are equipped with air-to-air missiles, a guided missile ship with the *Terrier* missile is normally in the Fleet. (Sixth Fleet ships are also capable of using the surface-to-surface *Regulus* missile, but are not now equipped to fire it.)

**T**HE AMPHIBIOUS FORCE is represented in the Sixth Fleet by *Task Force 61*. Consisting of over 15 amphibious ships, this task force has aboard a reinforced battalion—normally 1800 men—of combat-loaded and combat-ready Marines. Ships of this force, lead by the amphibious force command ship, *uss Pocono* (AGC 16), include attack transports, cargo ships, minesweepers, and assault ships.

The Fleet grocery stores, gas stations, repair shops, and hardware stores, make up *Task Force 63*. This is the Service Force. It consists of auxiliary ships and includes tankers, repair ships, and a variety of supply and provision ships. It is because of these ships that the U. S. Sixth Fleet can maintain its high state of readiness several thousand miles from home port. The Sixth Fleet can operate completely free from any port outside the east coast of the United States.

Periodically—and in time of crisis—the Fleet is augmented by a special Hunter-Killer force, making up *Task Force 66*. This force, consisting of a carrier with specialized air group and accompanied by destroyers, is responsible for seeking out and destroying enemy submarines.

**D**URING the crisis in Lebanon, this task force, headed by the anti-submarine aircraft carrier *uss Wasp* (CVS 18), was present with the Sixth Fleet. Movements of the task force are completely unscheduled and the length of time it remains in one Fleet is unknown.

All ships of the Sixth Fleet, except the flagship, rotate every four to six months. Flagship duty lasts two years. Because of this extended tour

**MISSILE MIGHT**—Guided missile cruiser *USS Boston* (CAG 1) cruises Med.





# Shooters

overseas, Villefranche, France, is used as the overseas homeport of COMSIXTHFLT. Most of the families of flagship personnel who reside overseas, live at Villefranche. Several auxiliary ships also have overseas homeports — at Barcelona, Spain, and Naples, Italy.

This is the mission of the Sixth Fleet:

- To help preserve the peace.
- To assure Mediterranean countries of our friendship and readiness to help them.
- To protect and support United States citizens, interests and policies in the Mediterranean area.
- To be prepared to carry out such wartime assignments as higher United States or NATO command may order.
- To perfect working relationships with our friends and allies.
- To provide realistic training for ships and men of the Navy.
- To familiarize U.S. Navy personnel with this strategic area of the world.

**T**HE SIXTH FLEET has both national responsibilities and responsibilities under the North Atlantic Treaty Organization (NATO). In the U.S. chain of command, it is a subordinate operational command of Admiral James L. Holloway, Jr., USN, Commander in Chief, U.S. Naval Forces, Eastern Atlantic and Mediterranean (CINCLANTCOM). Admiral Holloway maintains his permanent headquarters in London, England. On occasions, however, such as the affair in Lebanon, Admiral Holloway moves his headquarters to a ship in the Sixth Fleet.

When operating in NATO capacity, the Commander Sixth Fleet is known as Commander Naval Striking and Support Forces Southern Europe (COMNAVSTRISOUTH), and reports to Commander-in-Chief, Allied Forces, South Europe (CINCSOUTH). Admiral Robert P. Briscoe, USN, has recently been relieved as CINCSOUTH by the former Commander Sixth Fleet, Vice Admiral Charles R. "Cat" Brown, USN. VADM Brown was himself relieved as COMSIXTHFLT by VADM Clarence Ekstrom late in September this year.

**JANUARY 1959**

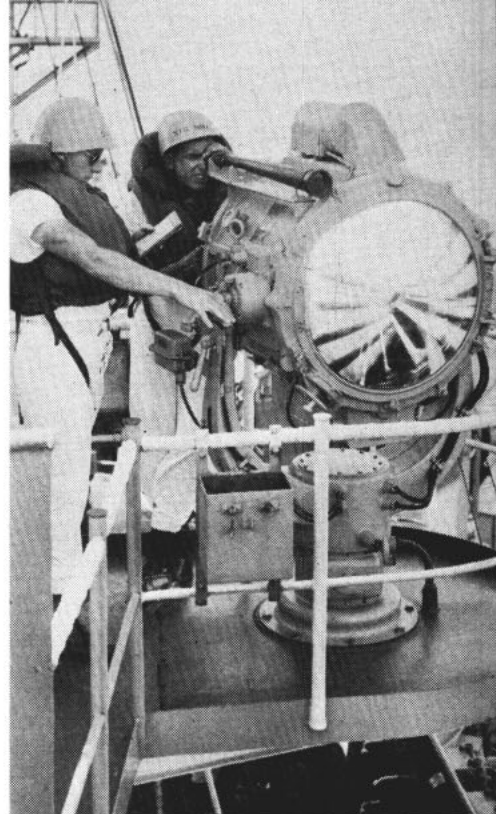
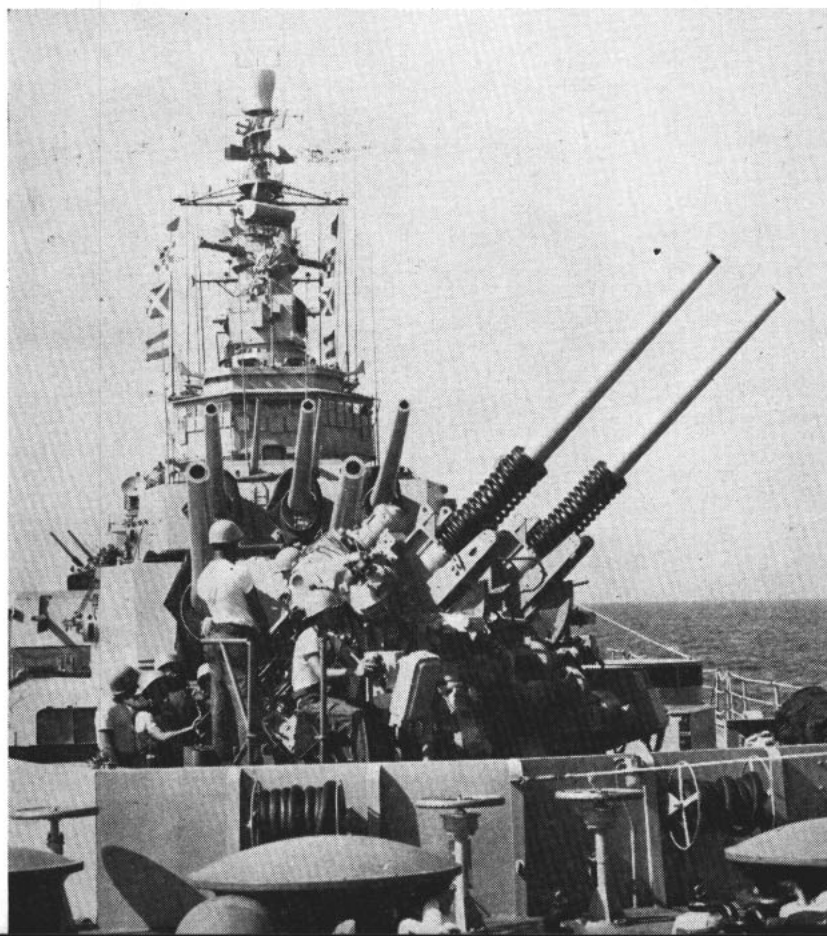


**MOBILE MIGHT**—Sixth Fleet can operate overseas from ports on east coast of U.S. Above: USS Saratoga (CVA 60) is floating air base. Below: Oiler fuels CA.





FANTAIL CROSSING—USS Wadleigh (DD 689) and USS Barry (DD 933) pass Fleet flagship at Rhodes. Below: Men of USS Des Moines (CA 134) hold drill.



FLASHY—Message is passed at sea.

Vice Admiral Brown has been promoted to the four-star rank of Admiral with his new job.

To carry out his NATO planning responsibilities, Commander Sixth Fleet has a second staff of about 30 officers and 100 enlisted men based at Naples and administered by his NATO deputy. Commander Sixth Fleet himself is always afloat.

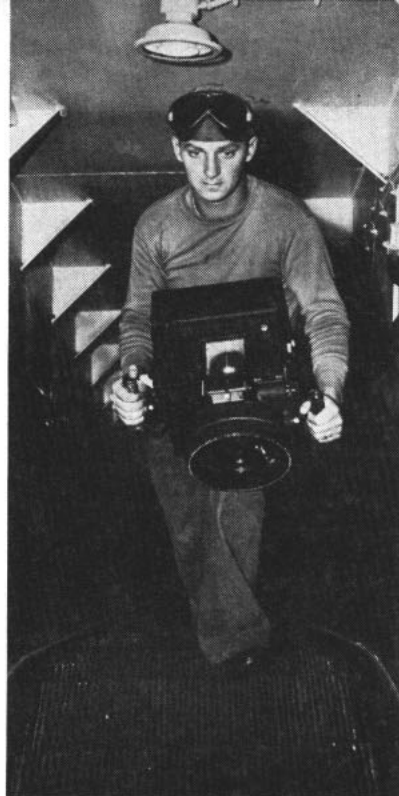
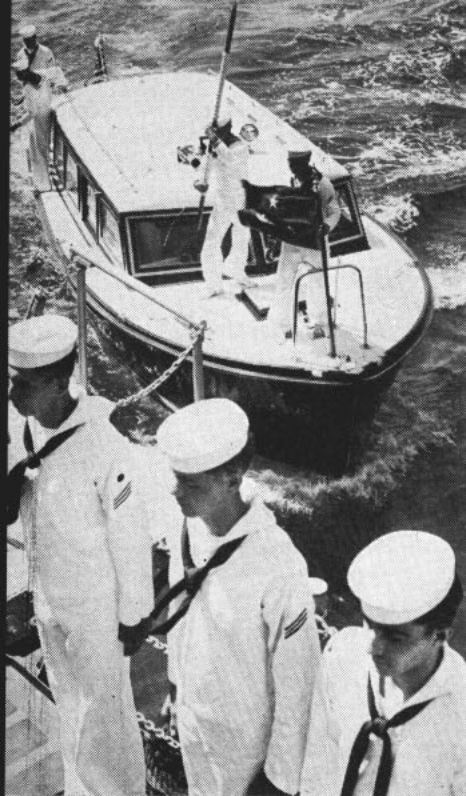
**T**HE FLEET UNITS spend about half their time engaged in U.S. and NATO training exercises at sea. This includes an occasional bilateral and trilateral exercise with friends and allies. The other half of the time they visit approximately 100 ports lining the million-square-mile Mediterranean. In a normal year the Fleet makes two complete swings around the Mediterranean, visiting the Eastern "Med" in the spring and fall, and the Western "Med" in the summer and winter. Periods at sea and in port generally vary from seven to 10 days.

While some exercise time is allocated for maintaining a ship's already acquired basic skills, the primary emphasis in the Fleet is on the development of advanced task force and Fleet coordination. This training culminates periodically in combined operations with our NATO allies.

All exercises at sea are designed to keep naval capabilities in offense and defense at a peak of readiness

**ALL HANDS**





**FLEET FACES**—Sixth Fleet sailors are ambassadors of good will when they visit the Mediterranean ports.

and efficiency. These exercises include air strikes, air defense, anti-submarine warfare, underway replenishment, mine warfare and amphibious landings.

Because overseas bases are often subject to changing political tensions, the entire Fleet, except the cruiser flagship and some auxiliaries, is based on the east coast of the United States. The Fleet can shift its potential striking force from one end of the Mediterranean to the other without relying on any foreign port for supplies.

**A**T SEA, the job of the Fleet is to achieve and maintain a peak of combat readiness. In port its mission is to promote good will, understanding, respect and acceptance. This is done both through official contacts and simple people-to-people relationships. Each man in uniform is an ambassador of good will and is expected to act like one.

Mindful, however, that one thoughtless man, through irresponsible behavior, can undo the good work of thousands the command gives a great deal of continuing attention to maintaining high standards of conduct ashore. If shore patrol reports exceed one for each thousand men on liberty, the situation is a matter of concern to the Fleet commander.

Before entering a port all hands

receive information on the port's place in history, its famous landmarks, and the customs and traditions of the people and of the country.

The Fleet has been so active for so long in promoting good international relations that many of its activities have been institutionalized. Normally about 1500 individual shipboard parties a year are given for underprivileged children in ports around the Mediterranean. Sports contests between ship teams and lo-

cal teams are common features of port visits. Church parties from ships worship in churches ashore.

Exchanges of official calls and entertainments are a fixed part of all port visits. The senior officer present spends the entire first day in port calling on local officials, and the first evening at an official reception. On the second day the local authorities return his call on shipboard and, whenever possible, a reception is held on board the flagship to repay courtesies of the local population.

**REFUELING**—Sixth Fleet carrier *USS Franklin D. Roosevelt* (CVA 42) and a destroyer take on supply of fuel from Fleet oiler *USS Canisteo* (AO 99).





**ON LAND TOO**—Marines of Sixth Fleet move inland from Mediterranean shores during amphib landing exercise demonstrated for Spanish military men.

Greeting the press and local welfare committees, attending a variety of church services and public celebrations, and reviewing parades and responding to invitations to deliver speeches, round out a consistently crowded in-port schedule.

**S**HIPS OF THE FLEET are opened for public visiting in ports all over the Mediterranean. Ashore, enormous crowds turn out to hear ship bands play at public concerts.

Navymen tour the great, historic, or simply interesting cities and tourist spots in Europe. Special tours are arranged to such inland cities as

Paris, Rome, Marrakech (Morocco), and Athens. It is estimated that the men of the Fleet spend more than five million dollars annually in their travels around the Med area.

The traditional alacrity of the Fleet in responding to disaster, and the legendary generosity of the Navyman in helping those in need, have won for the Sixth Fleet its reputation as "The Friendly Fleet."

The Sixth Fleet's response to the Greek people after an earthquake and flood in 1953 is a good example. Ships ranging from aircraft carriers to small amphibious craft rushed food, clothing, fresh water, and med-

ical supplies to the stricken people. The aircraft carrier *uss Franklin D. Roosevelt* (CVA 42) set up a communications center to coordinate mercy missions while hospital corpsmen evacuated seriously injured persons to field hospitals.

During the Suez crisis in 1956, the Sixth Fleet again swung into action. This time ships of the Fleet evacuated Americans and foreign nationals from Egypt and Israel.

The Sixth Fleet took positive action again when trouble began in Lebanon. Under orders from Washington, Vice Admiral Charles R. Brown put a reinforced battalion of battle-ready U.S. Marines ashore to help the government of Lebanon keep peace and to help protect the American people and property in that country. Later, more Marines and sustaining supplies were landed.

**T**HE SIXTH FLEET is a happy Fleet. Morale is consistently high. Most sailors consider it one of the best assignments in the sea-going Navy.

Mail is flown almost daily from shore points to the carriers and redistributed to ships in company by helicopter or highline. Mail reaches men at sea about four to six days after being mailed in the United States. Movies are shown each night whether at sea or in port.

These are historic waters. U.S.

**IN THE AIR**—Carrier planes extend Fleet's protective air arm. Here, cruisemen watch launching of jet plane.





ships have sailed the "Med" since the beginning of the war with Tripoli in 1802 and almost continuously since 1886.

In the unsettled years following World War I, U.S. Navy ships in the Mediterranean squadron helped to establish peace among the countries of the Balkans and the Middle East.

In World War II, the Mediterranean again played an important part in U.S. plans. U.S. naval forces supported the November 1942 landing in North Africa; the Sicilian landings of July and August 1943; the first landings in Italy during September and October 1943; and the Anzio landings of January 1944. On 15 Aug 1944, powerful U.S. naval sea and air forces landed in Southern France as a sequel to Allied landings in Normandy.

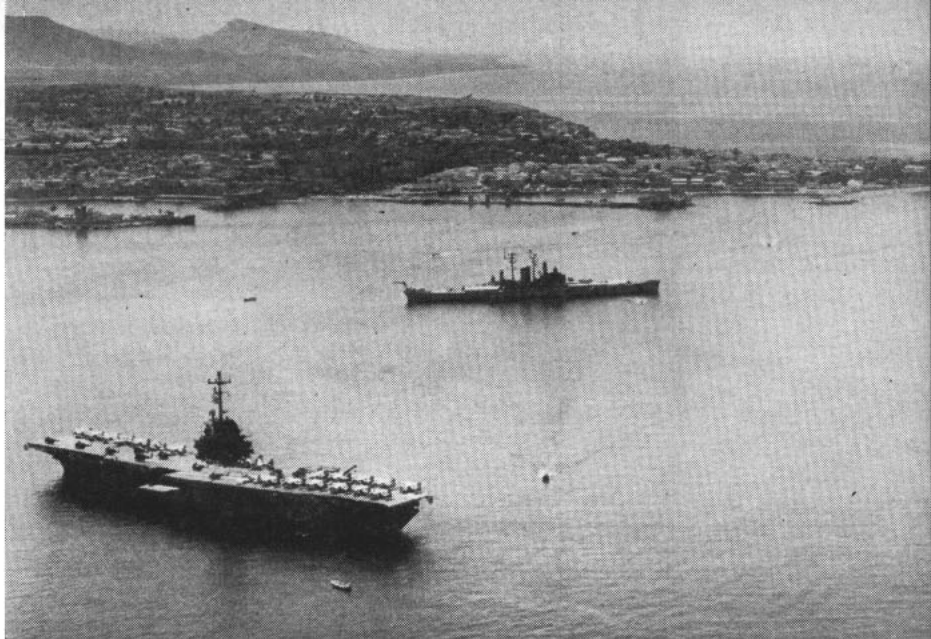
The performance of U.S. naval forces in the Atlantic and Mediterranean theaters played a decisive part in the victory of the Allied nations in Europe.

In the spring of 1945, over-all naval strength in the Mediterranean was reduced, leaving only a small naval detachment in Italy to support the U.S. Army, to assist U.S. merchant shipping, and to continue representation on the Allied Commission in Italy.

During the summer of 1945 naval activities in the Mediterranean were further reduced. Liberated ports were rapidly returned to national authorities and many ships of the Mediterranean Fleet were redeployed to the Pacific.

At the end of World War II, however, the United States Navy continued to maintain some ships in the strategic Mediterranean to protect American interests and to support United States policies in the area. This small postwar Fleet, known as Naval Forces, Mediterranean, was commanded by Vice Admiral Bernhard H. Bieri, USN. The flagship, a destroyer tender anchored at Naples, did not operate with the Fleet. On 7 Aug 1947, however, the cruiser USS *Dayton* (CL 105) became the first postwar Mediterranean flagship actually to operate with the Fleet. A cruiser has been used as the Fleet flagship ever since.

IN JUNE 1948, the title of Commander Naval Forces, Mediterranean, was changed to Commander Sixth Task Fleet, and on 12 Feb 1950, it was simplified to Command-



**FRIENDLY FLEET**—Sixth Fleet ships drop anchor in picturesque harbor at Rhodes, Greece, while their crews go ashore for look at Greek way of life.

er Sixth Fleet, its present-day title.

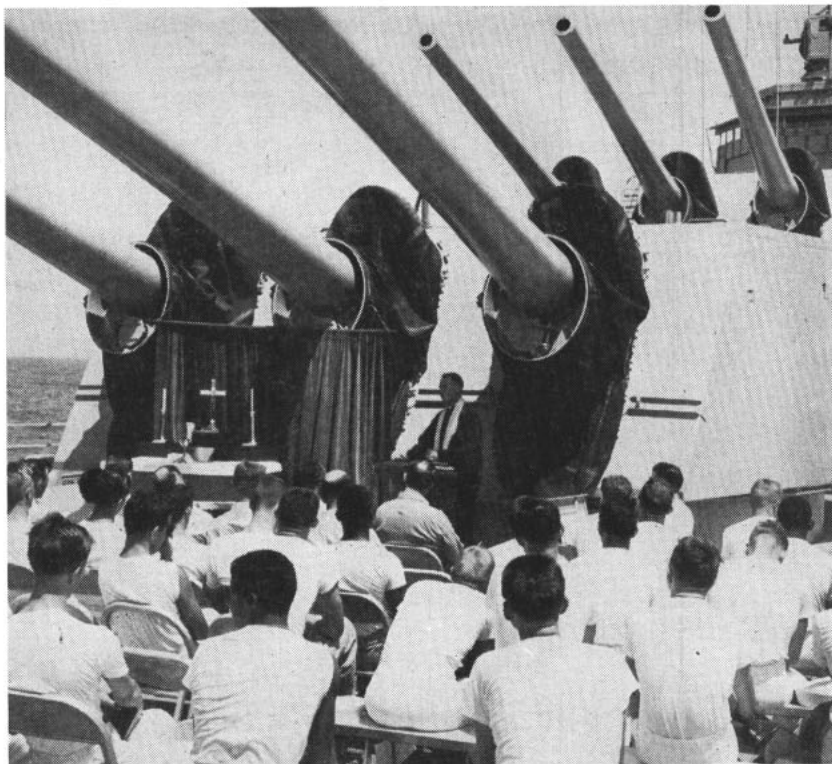
Postwar commanders of the Fleet in the Mediterranean make up a distinguished roster. They include Vice Admirals Bieri, Forrest P. Sherman, John J. Ballentine, Matthias B. Gardner, John H. Cassady, Thomas S. Combs, Ralph A. Ofstie, Harry D. Felt, Charles R. Brown, and the present commander, Vice Admiral Clarence Ekstrom. The normal tour

of duty as ComSixthFlt is one year.

The Sixth Fleet remains today as the fireman of the Mediterranean. Roaming that inland sea, it is constantly ready and able to do whatever called on to put out small "brush fires" or large "forest fires." Our friends along the Mediterranean feel more secure because of the United States Sixth Fleet.

—Erwin Sharp, JO1, USN.

**ON DECK**—Church services are held topside under cruiser's guns during break in training. When in port, church parties go ashore to attend local services.





# Seventh Fleet: Ready,

**T**HE UNITED STATES NAVY at the present time has four "numbered" Fleets—the *First*, *Second*, *Sixth* and *Seventh*.

These fleets provide the basic organization through which naval forces, with their associated air and Marine elements, may be moved rapidly to any spot necessary to safeguard the security of this country and the Free World.

Normally, a "numbered" Fleet might be considered the logical extension on a larger scale of the familiar "task force concept"—a

naval force assigned to accomplish a specific task. The types and numbers of ships and other units assigned to a numbered Fleet are precisely adjusted to the particular task which the Fleet is called upon to accomplish. Ships not needed are not assigned, or are withdrawn to be used elsewhere. Thus, the size of a numbered Fleet on any day may vary, according to its tasks at the moment, from a handful of ships to a half-dozen or more task forces.

Normally, specific numbered

Fleets are assigned to general geographic ocean areas, though obviously they may be rapidly shifted. (See centerspread, pages 32-33.)

At the present time, the *First* and *Seventh* Fleets operate generally to the west of the Continental United States, while the *Second* and *Sixth* Fleets operate to the eastward. This organization provides a high degree of flexibility to support the policies of our country and those of our allies in the Free World.

To know exactly where the numbered Fleets stand in the hierarchy of the Navy today, here's a mental organization chart:

In command of the operating forces of the United States is the titular Commander-in-Chief, the President. Under him comes the Secretary of Defense and beneath him the Chairman of the Joint Chiefs of Staff. Under him the Chief of Naval Operations directs the operating forces of the Navy. Beneath him are the Atlantic and Pacific Fleets. Under the Commander-in-Chief, U.S. Pacific Fleet are two "numbered" Fleets, the *First* and *Seventh*.

There is a separate chain of command from the Chief of Naval Operations which stretches down through the Commander-in-Chief, Pacific Fleet, to the type commanders. These commanders are responsible for separate classes of ships and units. There are, for instance, Commander Naval Air Force, Pacific; Commander Amphibious Force, Pacific; Commander Submarine

**PACIFIC CRUISERMEN** show teamwork during practice session at their guns.



**ALL HANDS**



Force, Pacific; and Commanding General, Fleet Marine Force, Pacific. These type commanders have administrative control over ships and units of the Pacific Fleet and at such times as they are not attached to one of the two numbered Fleets, they normally have operational control.

**T**HE PACIFIC FLEET is responsible for the maintenance of our sea lanes in that vast area (85,000,000 square miles) from the Bering Sea, Alaska and the Aleutians through Japan, Ryukyus, Taiwan, the Philippines and the South China Sea to Malaya.

Responsible for offensive and de-

marines, two Marine divisions, and 14 patrol squadrons.

This striking force is prepared:

- To act as a visible and ever present deterrent to aggression.

- In the event of a limited war, to react immediately to halt aggression and prevent its spread.

- In the event of a general war, to retaliate immediately with every means available to destroy the enemy's ability and willingness to wage war, and to maintain control of the seas for our use.

Since the *Seventh* Fleet is located in the forward area, the immediate burden of carrying out these three functions would most likely be thrown into its lap.

task. Type commanders feed their ships into this task organization for one certain job or for a specified length of time. In the case of the *Seventh* Fleet, ships are moved in and out on a regular rotating basis.

A small force of some interest is Task Force 72 which operates generally near Taiwan (Formosa). Its two squadrons of aircraft and four destroyers are responsible for the detection of any invasion of Taiwan.

The *Seventh* Fleet is assigned the task of serving as a deterrent to aggression in the Far East and Western Pacific. It consists of (usually) four carriers, three cruisers, 36 destroyers, several patrol aircraft squadrons and approximately a squadron of submarines. Pacific Fleet ships generally operate along the lines of the Philippines, Taiwan, Okinawa and Japan in a constant state of readiness.

Commander *Seventh* Fleet is VADM Frederick N. Kivette, usn, who took over from VADM Wallace M. Beakley, usn, on 30 Sep 1958. The following comments demonstrate how the top echelon looks at the role of the *Seventh* Fleet, particularly in these times:

"Readiness has become a household term in the *Seventh* Fleet. It is a comprehensive word that denotes a condition, and we find its influence deeply interwoven in *Seventh* Fleet operations.

"Readiness means a different

## Willing and Able

fensive action, it also is charged with establishing and maintaining control of all essential lines of communication, keeping control of the sea and denying its use to the enemy.

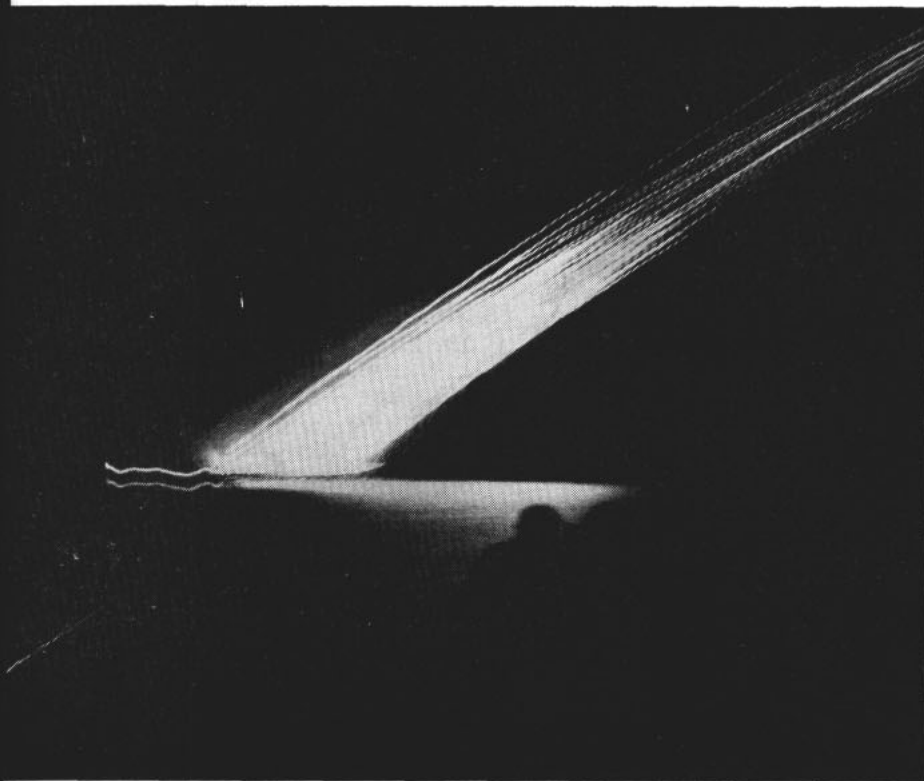
Described as a "balanced Fleet," it consists of about 460 ships, 3000 aircraft, 260,000 men and 70,000 Marines. The *First* Fleet and *Seventh* Fleet make up the operational task Fleets and consists of the following major units: nine attack carriers, three antisubmarine carriers, seven cruisers, 109 destroyers, 46 sub-

The *Seventh*, as well as the *First* Fleet, is really a task Fleet—which means that it does not have permanently assigned forces. These forces are assigned by CINCPACFLT as they are needed.

**T**HE SEVENTH FLEET, for example, is divided into sub-task forces, a term coined by the Navy in the Pacific during World War II. This means the assignment of ships, aircraft, Marines or whatever else that is required to make up this sub-task force to accomplish one particular

SHIPS OF SEVENTH FLEET have a vast area of 85,000,000 square miles of Pacific waters to patrol and watch over.





**SHOOTING THE WORKS**—USS *Carronade* (IFS 1) lights up the sky as her 5-inch rockets streak toward target area during night practice session at sea.

thing to different people. Basically, it is achieved through gaining and applying sound basic knowledge—plus good equipment, acceptable skills, consistent training, sound planning and, above all, the proper state of mind of men.

“With world conditions as they are today, the need for readiness is obvious. There is no easy road or

simple short cut to achieve a ready Fleet, ready ship, ready officer or ready sailor. It takes hard work, training, skillful planning, and most important, a healthy outlook in our minds and in our hearts. That’s our job, and we’ll do it from seaman to admiral and from the smallest minesweeper to the biggest flattop.

“The Seventh Fleet has to be

ready to take on all assignments that are required to accomplish its mission, and be able to perform them at ANY time.”

Today the Fleet is not operating under wartime hazards or wartime risks, but the psychological incentive that exists during wartime must be maintained. The Fleet is large, at the highest peacetime tempo in the nation’s history, and operations are carried out with long lines of communication.

**B**ASES ARE MAINTAINED in the Far East and Western Pacific for repairs of ships, for supplies, and for recreation of the men. The bases in Japan are located at Yokosuka and Sasebo, and at Subic in the Philippines. Airfields are maintained in Japan, Okinawa and the Philippines for patrol aircraft and accelerated training of carrier aircraft air groups. During wartime, and operating with wartime stimuli, the Fleet would not be tied to these bases but would be free to roam at will.

The *Seventh Fleet* consists of about one-third of the total units in the Pacific Fleet. From this it might be assumed that two-thirds of the Fleet operate back home. But this is not true. As ships are rotated back and forth between the *Seventh Fleet* and the West Coast there is considerable transit time involved. Even a fast carrier in a round trip takes about one month, a slow ship such as an LST would take about two months. So the carrier rotating two cycles each year

**BLAST IT**—USS *Kidd* (DD 661) churs up water in Far East as Pacific Fleet holds antisubmarine maneuvers.





spends two months out of that year for transit time. This time isn't necessarily lost; the ships are ready to go. But the effective operating tempo of the Fleet is a big item of concern.

Also, there is a conflict between the operating tempo and commitments to keep ships on station. In addition to transit time, there are other commitments, though relatively small, such as resupply off Point Barrow, the Deep Freeze expeditions in the Antarctic, the Bikini tests whenever they occur, and support of various scientific expeditions. There are many such tasks with the resultant effect that the Fleet operates or is consistently deployed from its home waters 50 per cent of the time.

**P**EOPLE ARE STILL the most important ingredient in a fighting force, so the operating tempo, which has a tremendous impact on the men, and hence, on the standards of the Pacific Fleet, is of concern as it affects the family life of naval personnel.

Every two years a destroyer, for example, goes into a shipyard for overhaul. During this period the ship takes on an almost entirely new crew and new equipment.

After the yard period, the ship goes to work in refresher training before going forward as an effective unit. Completing this, the destroyer goes to the Western Pacific for six to seven months for duty with the *Seventh* Fleet. Upon its return to



**SLEEK SHIPS** like *USS John S. McCain* (DL 3) maintain state of readiness while operating along the lines of the Philippines, Taiwan, Okinawa, and Japan.

the U.S. the ship spends a month in port to enable part of the crew to take leave, then the destroyer participates in training exercises off the West Coast. During this time the ship will again take on some new men and some new equipment.

After the ship has completed the scheduled exercises and additional training it returns to the *Seventh*

Fleet for another six-month tour, then again returns to the U.S. for the customary month of leave time for the crew and more exercises and more training.

The result of this cycle is that the destroyer has spent approximately five months in her home port in two years. The officers and men, while in port, still stand duties—

**MISSILE MUSCLES**—Pacific Fleet ships carry their share of guided missiles. Here, *USS Tunny* (SSG 282) fires *Regulus*.





**ON THE GO**—Supplies and fuel are highlined to Seventh Fleet task force while underway in Pacific Ocean.

about one in four, some one day out of every three—in addition to their normal working days.

Another factor affecting the operational tempo is the Fleet's readiness and the conflicts between being ready today, two months from now

and 15 years from now. Readiness is a key word in sea operations.

**I**N VIEW OF POSTWAR developments in weapons, this same Fleet has the biggest striking power in history. The hub of this force—a group of aircraft carriers carrying hundreds

of jet planes—must be ready at all times to turn in any direction.

Additional ships have recently been called upon to supplement its strength. Some of these include the carrier *uss Midway* (CVA 41) and the heavy cruiser *Los Angeles* (CA 135). Another carrier, *Essex* (CVA 9) and four destroyers, *Forrest Sherman* (DD 931), *Charles H. Roan* (DD 853), *Hale* (DD 642) and *Forrest Royal* (DD 872) were ordered to join the *Seventh Fleet*.

Maneuvers conducted by the *Seventh Fleet* are considered a matter of routine. One of these, "Exercise Knockout," for example, was conducted in June to test its general capabilities as well as its ability to control a limited war.

The six-day exercise was conducted in the Far East from the North Pacific to the South China Sea. It involved most of the ships of the *Seventh Fleet*, and several hundred aircraft. Other participating forces included units from the First Marine Air Wing, the Eighth Army and the Fifth Air Force.

The main forces, spearheaded by the attack aircraft carriers *uss Hornet* (CVA 12), *Hancock* (CVA 19) and *Shangri La* (CVA 38), also included an antisubmarine hunter-killer group, the Taiwan Patrol Force, logistic supply force, the destroyer force and an airborne early warning group.

The exercise demonstrated the ability of the *Seventh Fleet* to carry out any task it may be called upon to do in the Far East.

—Thomas Wholey, JOC, USN.

**FRIENDLY GET-TOGETHER**—British sailors from *HMS Bulwark* (across bow) compare notes with men of *USS Philippine Sea* (CVS 47) during operations.





## Neither Rain, Nor Snow, Nor Typhoons Stop Seventh Fleet Band

Music and travel have been the by-words of the Seventh Fleet band which has just completed a tour of duty in the Western Pacific. During this tour, they played for more than 100,000 people in Japan, Okinawa, Thailand, South Viet-Nam, Taiwan and the Philippines.

The band left behind a list of credits that would make most stateside top-band press agents green with envy, and presented programs under conditions that would make the same band's program manager shudder.

At an evening performance on an Okinawan village playground, for example, 1500 children crowded onto the field. For light, the band relied on the headlights of a bus, and two 40-watt electric light bulbs strung overhead. All this while a typhoon bore down on the island.

Another time, in Bangkok, Thailand, they staged a concert on the grounds of the public zoo in front of the monkey pens.

On many occasions they played their version of the Japanese national anthem from the deck of a minesweeper in port. Once in Saigon, South Viet-Nam, the band was asked to produce just such a piece of music. The flagship was to make a port call there, and the South Viet-Nam national anthem was not part of the band's repertoire. The band asked for a copy of the music. While the ship was winding its way up the Makong River toward the capital city, a piano score was brought aboard. Bandleader Ned Muffley, MU1, and one of his musicians, sat down and wrote out a score for the band. When the ship arrived in port, all hands were ready. The president and local city officials expressed their pleasure that the band was so "familiar" with their music.

The band played every type music from classical to Dixieland jazz. For this, they had to practice. Sometimes that was not easy. Once, on the deck of a heavy cruiser, the band was practicing when the ship conducted General Quarters drill. The booming five- and eight-inch guns gave the brass plenty of competition.

From city to city and from

country to country the band hopped. And wherever they played the response was the same; always a tribute to the fine music produced by the Navy's Seventh Fleet band.

During a two-week tour of Japan's Inland Sea ports, about 58,000 people turned out in 10 cities to hear them play. At Wakayama, 2400 persons came to a performance at a hall that seated only 1200, and at the Shunko-Gakuen Orphanage at Koyabe, Yokosuka, Japan, the band played for a large group of orphan children.

The band staged two concerts in Taipei, Taiwan, in April 1958. They played to 1500 persons at the Taipei City Hall and to another 7500 on an indoor basketball court at the Armed Forces Stadium there. Following this, they played at the International Trade Fair in Osaka, Japan, and at the Ayameika Gardens in Nara, near Osaka, where they filled the Grand Amphitheatre twice.

Independence Day was spent in Thailand. In addition to playing for the American community there, 300 citizens of Thailand came to the National Stadium to hear the band's music.

Live performances were not the only ones in which the Seventh

Fleet band participated. During a three-day stay in Manila, they did an hour-long radio broadcast with song-stylist Naty Munoz.

In Sasebo, Japan's largest radio network, Nippon Hoso Kyokai, recorded portions of a concert for use by their network. Later, during the tour of Inland Sea ports, the network was on hand at every stop to make live broadcasts and recordings.

In Saigon, South Viet-Nam, the band played in the street adjacent to the president's government building at the personal request of the president. An extensive public address system was hooked up, and the music drew spectators from all quarters of the city.

There was also routine. There was music at morning quarters, at official COMSEVENTHFLT receptions, "jam" sessions aboard ship, background music during meals, and music during refueling operations.

Music was the specialty of every man in the band. When the members of the band completed their tour of sea duty, they were ordered to duty, not as a group, but as members of Navy bands located at various naval bases in the States. Commander Seventh Fleet has a new band now, which was organized at the U. S. Naval School of Music in Washington, D. C.



**SAILING SEVENTH FLEET** Band recently completed tour of Western Pacific. Its wide variety of music entertained many people in the ports visited.

# LETTERS TO THE EDITOR

## Oil Burner

SIR: The September 1958 issue of ALL HANDS contains an excellent article regarding USS *Pennsylvania* (BB 38) which brought a thrill to us who served in this gallant ship. But I question the allegation that she was kept from being a member of the Grand Fleet in 1917 because she was not a coal-burning vessel.

I vividly recall that, as a new fireman third class in 1933, the older men never tired of telling me: "You got it soft; you should have been here last year when we passed coal." Can you set me straight?—John Burrill, CAPT, SC, USN.

• *Pennsylvania*, commissioned 12 Dec 1916, was an oil-burner—not a coal burner.

The Report of the Secretary of the Navy to the President dated 1 Dec 1916 says: "In 1913 the Navy definitely adopted the policy of building oil-burning vessels only."

Also contained in the same report under the section for Bureau of Steam Engineering was this statement: "The most notable additions to the Fleet during this year (1916) were Nevada, Oklahoma, and Pennsylvania, the first of our oil-burning battleships. The trials of these ships were satisfactorily completed and all have joined the Fleet."

It's possible that you were being initiated into the "Bring back a bucket of steam," or "Make sure you check with Charlie Noble," phase of your

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

*Navy career. When the old timers said, "... you should have been here last year . . .", it may have been more or less in the same category as the fisherman who says, "You should have been here last week. Brother, were they biting then!" Of course, while you're with him, you never get a nibble.—ED.*

## Wins in a Walk

SIR: I feel that, without much exertion on my part, I may have set some sort of record.

In April 1956 I was transferred to Davisville, R. I., for a normal tour of shore duty with Staff, Commander Naval Construction Battalions, U. S. Atlantic Fleet.

In the three years since then, I have had six permanent changes of station with no travel involved (and no possibility of drawing dislocation allowance).

Although four of these transfers resulted from redesignations of command, orders were still written on a

permanent change of station basis so that a personnel diary could be inaugurated.

Here, in chronological order, is what happened:

26 Apr 1956—Arrived for duty Staff, COMCBLANT, Davisville, R. I.

July 1956—Transferred to USN MCB Special (Rear Echelon).

About Aug 1956—Transferred to USN MCB Special, Detachment Bravo.

About Feb 1957—Transferred to Antarctic Support Unit Three.

About Mar 1957—Transferred to Antarctic Support Activities.

12 Mar 1958—Transferred to USN MCB Six, Davisville.

Feb 1959—According to orders I have already received, I will next be transferred to Commander AGR Division 21.

Four of these transfers did not even involve leaving the office.—R.G., YN2, USN.

• *Offhand, we can't say for sure that you've got yourself a record.*

*However, since yours seems to be the first record of this category in our files, it looks as if you've got the title, until a new champ comes along.—ED.*

## First Endorsement

SIR: Although I'm sure the answer to my question was answered by ALL HANDS several years ago, I have been unable to find that particular issue of the magazine.

Is it correct that when a person within a command originates official correspondence in the usual Navy letter form, such as a request, he should use the regular letterhead stationery of the command for the first page of the original.

The first endorsement, by his commanding officer (commander, officer-in-charge), will then be without letterhead, as normally prescribed.

The Navy Correspondence Manual does not seem to be specific on this point. Will you clarify this point for me?—P.J.R., LCDR, USN.

• *The item in question appeared in the April 1955 edition of ALL HANDS. It explained that Navymen, writing to the Chief of Naval Personnel, via their commanding officer, are engaged in official correspondence. Letterhead is used for the first page of official correspondence.*

*You're also right, as it points out in the Navy Correspondence Manual, that the first endorsement on official correspondence by the CO is without letterhead, if on a separate sheet.—ED.*



FLOATING SCHOOL—USS *Tills* (DE 748) will become Selected Reserve ship for Portland, Me. Her past duties included Reserve training for Sixth ND.



## Big 'M' Gets Around

SIR: Our ship has been in the Mediterranean for nine months now—three of it on an extension—and during that time we have faithfully read every edition of *ALL HANDS*.

We have yet to find one article concerning our ship, *USS Mercury* (AKS 20). Our ship is not new and it doesn't have a lot of new equipment; but with the equipment we do have, we seem to get the job done quickly, efficiently, and on time.

It seems to us that other cargo ships with their cargo handling battalions, deck elevators, new booms and winches, fork lifts and numerous other aids get all the recognition. The old, big "M" gets nothing.

In your August issue, when you mentioned *SERVANT* ships that have given to the Navy-Marine Memorial Fund, *Mercury's* name was not listed. True, we only gave \$317.25; but the average was good since we only have 192 men aboard.

Do you call this a fair shake?—M.R., QM3, USN, and J.V., QMSN, USN.

• True, your ship was not mentioned as having donated to the Navy-Marine Memorial Fund, and also true that you haven't been getting space in *ALL HANDS*.

But if our staff tried to go from ship to ship throughout the entire Navy to gather news, you wouldn't have seen nine issues in nine months. For news of individual ships we have to depend for the most part on persons like yourself to get the news and send it to us.

So before you complain to us about not using stories about your ship, see your Public Information Officer and ask him how many news stories have been sent to us.

After receiving your letter, we did take a look at *Mercury's* history, and, we agree, she does deserve recognition. Maybe the following record will help you hold up your head when you are compared with some of the newer AKS-type ships.

*Mercury* was constructed at Kearny, N. J., in 1939 as the SS *Mormacfern*. Taken over by the Navy on 20 Jun 1941, she was designated as an auxiliary cargo ship and renamed *Mercury* for the planet of the same name. She received her Navy commission on 1 Jul 1942. During that same month, *Mercury* sailed on her first supply mission. She carried 8135 tons of mixed cargo, which included drummed petroleum products and dynamite to Tongatabu Harbor, Pago Pago, and Efate Island. While anchored off Efate Island, she experienced her first real General Quarters alert.

After a brief refueling stop at Suva Harbor, *Mercury* returned to San Francisco. Twenty days later she sailed, unescorted, for Auckland, N. Z. She arrived on 5 November after weathering a two-



**HARD WORKING** *USS Mercury* (AKS 20) has carried the goods for Navy since 1942. In WW II she kept supplies coming through thick of Pacific combat.

day storm, unloaded most of her cargo, and then took on additional submarine equipment for transportation to Guadalcanal.

While unloading at Guadalcanal, she was so hampered by constant air raids, that she shifted to Tulagi harbor evenings for better protection. She returned to Noumea, made another run to Efate, then sailed to San Francisco.

After a brief period of availability, *Mercury* left on 17 Mar 1943 for her third voyage. She unloaded cargo at Espiritu Santo, Noumea, and Guadalcanal, and again returned to San Francisco.

During the remainder of 1943, *Mercury* made two more voyages to the South Pacific. On 7 Jan 1944, she received orders to Pearl Harbor to become a part of the Fifth Amphibious Force.

At Honolulu she loaded troops and

equipment. On 20 January she sailed for the Marshall Islands and entered Kwajalein atoll 11 days later. She was just in time to witness the bombardment and initial assault on the island. Except for a small amount of ordnance off-loaded, the cargo remained intact, and *Mercury* remained with the assault force which sailed for Eniwetok atoll on February 4. Her main cargo was finally discharged by landing craft during the attacks on Eniwetok, and Barry Islands. On 18 Feb 1944 she sailed for Kwajalein to embark a detachment of Marines for transportation to Pearl Harbor. After this she sailed for San Francisco.

There was no rest for the big "M," however. Both yard availability and loading were completed by 15 April. That same day she again sailed for Pearl Harbor with a 7800-ton cargo which included two deck-loaded pursuit planes. Her cargo was unloaded at Pearl Harbor, West Loch Depot, Honolulu, and Kauai Island.

The empty ship returned to Pearl Harbor on 9 May to await the formation of the Saipan invasion group. On the 28th, *Mercury* moved to Honolulu to embark units of Army Aviation Engineers with their equipment. On 7 Jun 1944, she sortied with a task group en route to Saipan via Eniwetok. The 3500-mile trip was punctuated by frequent submarine alerts, but the task group reached Saipan safely on the 26th.

Since the day she was commissioned, *Mercury* had courted disaster in every voyage she made, loaded as she was with highly dangerous supplies. The laws of probability finally caught up with her in Saipan, but even then, she was loaded with luck.

*Mercury* anchored off Saipan just south of Garapan and all hands had secured from General Quarters. The entire area was covered with a smoke screen.

### Souvenir Books

In this section *ALL HANDS* prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn Editor, *ALL HANDS*) and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

Mobile Construction Battalion ONE has published a cruise book covering the Roosevelt Roads and Detachment November deployments of 1957, Davisville deployment of 1958, and the Guantanamo Bay and Detachment Papa deployment of 1958. If you are interested in obtaining this cruise book, you may write to the Editor, Cruise Book, MCB One, c/o Fleet Post Office, New York, N. Y. The cost is \$6, and payment should be made by postal money order.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, *ALL HANDS* Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Arizona* (BB 39)—The third annual reunion will be held at the Jack Kennedy Center, Naval Base, Terminal Island, Long Beach, Calif., on 18 April. For further information, write to Joe Keehan, 811 Locust Ave., Long Beach 13, Calif.

• *Base Force, Long Beach, Calif.*—Former crew members of those Base Force ships that were based at San Pedro, Calif., from 1935 through 1941 will hold a reunion in June at the Jack Kennedy Center, Naval Base, Terminal Island, Long Beach, Calif. For details, write to W. E. Larsen, 4019 West 176th St., Torrance, Calif.

• *uss Helena* (CL 50)—A reunion will be held on 1, 2 and 3 August at the Edgewater Beach Hotel, Chicago, Ill. For more information, write to

Joe Cannone, 2450 South 19th St., Omaha 8, Nebr.

• *38th Seabees*—The first reunion of World War II members of the 38th Seabees will be held at the Commodore Perry Hotel, Cleveland, Ohio, on 11 and 12 August. Write to George A. Green, 1926 Standard Building, Cleveland 13, Ohio, for more details.

• *uss LST 339*—All who served in LST 339 and who are interested in attending the third annual reunion to be held in Minneapolis, Minn., next summer may write to George Mohn, 3957—36th Ave. South, Minneapolis, Minn., for additional details.

• *uss Navasota* (AO 106)—All crew members who served from 1953 to 1956, who are interested in holding a reunion with time and place to be decided, may write to Robert K. Bauer, 541 West Kelso St., Inglewood, Calif.

• *uss Tappahannock* (AO 43)—Those who served from 1952 until decommissioning in 1954 and who are interested in holding a reunion may write to Boyd C. Johnson, Jr., 603 Petersburg Pike, Richmond, Va.

Suddenly at 2130 the roar of a plane's engines was heard off the port bow. Three minutes later a twin-engined Japanese bomber broke through the smoke at 200 yards. It was flying at about 90 feet and headed straight for the ship's superstructure. The plane released an aerial torpedo. It did not hit the water, but struck the ship unarmed. Attempting to gain altitude, the plane passed clear of the stack, but only to strike the big starboard cargo boom, and spin into the water about 1000 yards off the starboard quarter.

The torpedo passed through the compartments on the port side of the deck house, tore open the warhead and air flask, and scattered TNT over the bridge and after section of the ship.

The afterbody of the torpedo tore into the deck house, killing the chief commissary steward, and lodged in the first lieutenant's room. The detonator lodged aft of the boilers in the engineroom. A large portion of the crew was covered with the explosive compound. There were 11 casualties.

After temporary repairs were made, she headed for Pearl Harbor via Eniwetok. Mercury remained at Pearl from 17 July to 8 Aug 1944 undergoing repairs. On the 30th she moved into Honolulu harbor to begin loading operations for the forthcoming Leyte assault. Tons of ammunition and fresh provisions were taken aboard, and after a brief return to Pearl Harbor on 6 September to embark troops, Mercury sailed for Eniwetok. On

3 Oct 1944 she dropped anchor off Manus Island in the Admiralty group. On the 14th, after supplying ships in her company, she sailed for the invasion of Leyte Island.

She arrived off Dulag Beach on 20 Oct 1944. During the next three days and nights of unloading, she was subjected to frequent air attacks. By the 23rd Mercury had completed her mission.

Next came Humboldt Bay and Noemfoor Island before she left for another run to Leyte Island. She anchored off Catmonn Hill on the morning of 18 Nov 1944 during a heavy air raid. Eight and one half hours later she had discharged her 850 tons of cargo and was returning to Humboldt Bay.

From there she was directed to Morotai Island to embark units of the 340th Combat Engineers for the impending Lingayen attack. This operation was postponed, however, and the loading was delayed until late December. During the ship's stay at Morotai she was subjected to 46 separate enemy air attacks.

On 28 Dec 1944, Mercury sortied with her task group at Sansapor and two days later was underway for Lingayen Gulf. Air opposition was heavy as the convoy approached its destination and once the group was anchored, a picket boat patrolled the area to guard against swimmers carrying explosives. Mercury began to discharge her cargo on 9 Jan 1945, and on the 11th sailed for Leyte.

Her next mission was to land an Army

division at San Antonio, Luzon, in an effort to cut off a Japanese retreat to the Bataan Peninsula. This was accomplished on 31 Jan 1945, after which Mercury sailed for Ulithi via Leyte.

Emergency alterations were made at Ulithi to outfit the ship for the transfer of cargo at sea. Replenishment of large fast task groups of the Fleet with regard to fuel and ammunition had proved successful; but as yet no fully loaded provisions ship had successfully transferred on a large scale while underway. From 22 March until 16 May, Mercury steamed with Service Squadron Six, replenishing the fast carrier groups of Task Force 58 off Okinawa. While steaming these 13,500 miles at an average speed of 10 knots, Mercury played an important role in keeping the Fleet close to the Japanese homeland.

After returning to Ulithi, she was dispatched to Pearl Harbor for minor repairs, and later ordered to San Francisco, Calif., for conversion to a general stores issue ship. On 31 Jul 1945 her designation was changed from AK 42 to AKS 20.

When the war ended, Mercury was transferred to active duty with the Atlantic Fleet, where she has continued to operate until the present date.

Mercury has an impressive war record. She earned five battle stars for her participation in operations at the Marshall Islands, Marianas, Leyte, Okinawa and Manila Bay.

There's proof that "The old, big 'M'" does get the job done. Keep up the good work, and bring us up to date; we always have room for news. We don't always have the stories of ships at our fingertips as we did on Mercury. We depend a great deal on people like you to keep us informed. Many thanks for your fine letter. And, yes, you and your shipmates in Mercury did a fine job of helping along with the fund for the Navy-Marine Corps Memorial Stadium.—Ed.

## Travel Allowance

SIR: Recently two enlisted men attached to this Base were sent on TAD. The nature of the duty was such that travel via privately owned vehicle, at the rate of seven cents a mile, was authorized for the owner of the automobile. The second set of orders contained the following statement: "Authorized to travel as a passenger in a privately owned vehicle at the rate of five cents a mile."

When they returned, the one member was paid his seven cents a mile plus per diem. The second man, however, was paid per diem, but no mileage.

Our disbursing officer said that, since the first man was paid seven cents a mile to drive his own car, the government was in fact providing transportation for the second man.

Since the second man was not actually directed in the orders to travel with



the first man, I think he was entitled to receive mileage at the rate authorized in his orders. What's the story?—F. W., YNCA(SS), USN.

• If our understanding of the situation is correct, you're right and the second man is entitled to his five cents a mile. The fact that the two men traveled in the same privately owned vehicle has no bearing on the case. Both men were authorized to travel at their own expense and both must be paid. Comptroller General Division B-116080 of 6 Nov 1953 confirms this.

Section 303(a) of the Career Compensation Act of 1949, has something to say about it. This act provides that members of the uniformed services shall be entitled to receive travel and transportation allowances for travel performed under competent orders when away from their designated duty station. This allowance is payable "without regard to the comparative costs of various modes of transportation."

"Joint Travel Regulations" states specifically that a monetary allowance of five cents a mile shall be paid in place of transportation when a person travels at his own expense. The only exception to this is when authorized seven cents a mile to travel in a privately owned vehicle when it is more advantageous to the government.—ED.

#### Retainer Pay

SIR: I read with great interest the information contained in a box entitled "Fleet Reserve Pay" on page 55 of the July issue of ALL HANDS. I would like to say, however, that the information, although true, is misleading.

Although pay for 19 years, 6 months, and 10 days pays the same as 20 years' service as you stated, so does 19 years, 6 months, and 00 days.

It would indicate that it is neces-



**TWO FOR TOW**—Crew members of USS Cocopa (ATF 101) keep eye on wire rope secured to auxiliary tug USS Sunnadin (ATA 197) during towing session.

sary to serve 20½ years to get an increase over 19½ years' service. Actually service of 20 years, 00 months and 01 day would result in a larger retainer check. With the passage of the last amendment to the Career Compensation Act of 1949, there is an increase in longevity for over 20 years' service and retainer pay is based on the rate of pay at the time of separation.—D.E.C., PNC, USN.

• Well . . . yes and no. We're right . . . and then again, you're right. You're right in saying that 19 years and 6 months counts the same for retainer pay purposes as 19 years, 6 months, and 10 days. We suggest, however, that the extra 10 days be served to insure that there hasn't been a day or so lost somewhere along the line

that you haven't counted when computing time served.

As for the indication that you would have to serve 20½ years to get an increase over 19½ years service; that's what we intended, and it's the straight scoop. Nineteen years and six months counts as "over 20" for retainer pay purposes. You would gain nothing except experience by serving 20 years and one day. It's still just "over 20" so far as your retainer pay goes. You would have to do 20½ years to get credit for "over 21" before the amount of your retainer check would increase. And even then the basic pay is the same, you just have one more year to count at 2½ per cent.

The figures contained in the box to which you refer are correct.—ED.

**...how to send ALL HANDS to the folks at home**

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....  
ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.

# One Ship Made Up the Whole Fleet in the Med, in Days

SIR: The Sixth Fleet in the Mediterranean makes news so often nowadays that it has brought back memories for me of duty in that area before World War I. In case some of your readers might be interested in such reminiscences, here is my account of what it was like in the Med "way back when."

It was November 1912. A war was in progress between the Balkan States and Turkey. To protect American interests it was decided that reinforcements were needed for our Mediterranean "Fleet," which then consisted of one converted yacht—*USS Scorpion*.

This representative of our Navy's fighting strength had a displacement of 775 tons, a crew of seven officers and 80 enlisted men, 2800 shaft horsepower and nothing in her armament as big as a four-inch gun. Normally she was moored in the harbor at Constantinople, her crew enjoying life in that gay city.

The ships selected to bolster this "Fleet" were *USS Tennessee* and *Montana*—big, fast, hard-hitting ships for their time. Both were attached to the Reserve Fleet and lying in the back channel at League Island Navy Yard, Philadelphia, Pa., at the time. To provide crews for these ships the COs of the battleships *USS New Jersey* and *Louisiana* were given emergency orders to furnish enough men to fill the ships' quotas.

*New Jersey*, at the Boston Navy Yard when the orders came, had her draft on the dock and underway in less than 24 hours, calling men back from liberty and leave in order to fill her assignment. We moved out of South Station in Boston late at night on a Navy Special and high-balled it through to Philadelphia in record time.

At the Navy Yard working parties were moving stores aboard *Montana* dockside and loading coal from canal boats on the channel side. Deck winches groaned. Coal bags rose and fell. Cargo nets swung between dock and ship. Below decks, snipes (coal passers) stowed the dusty fuel in the far corners of the ship's bunkers while seamen put dry stores, marine supplies and ammunition in store rooms and magazines.

When our baggage arrived we donned working uniforms and turned to. We didn't stop until late that night when the last bag of coal was whipped aboard. Some 2400 tons of the stuff were stowed below.

In November 1912, *Tennessee* eased out into the channel and headed for the Delaware River. *Montana* slipped her moorings and fell in astern. Where we were headed we didn't know, but 10 days later we found ourselves in Gibraltar. Before we had properly secured to a buoy, coal barges (converted schooners) were eased alongside and we started to coal ship. At nightfall the flow of coal coming aboard started to slow down, so crew members joined the loading operation. Welsh dust and lumps began to move fast.

In the morning, without taking time to scrub her blackened sides, *Montana* headed east again. *Tennessee* remained at the "Rock." This time we learned our ultimate destination was Beirut, Lebanon (then under Turkish control). *Tennessee* would sail later for Smyrna.

One of our stops was at the little port of Alexandretta (in Turkish, "Iskenderun"), Turkey, where we anchored near a German light cruiser. The chiefs and POs got liberty; the rest of us sweated it out on board.

In the morning *Montana* pulled up

anchor and sailed for Adana, Turkey, then Tripoli, Lebanon. The chiefs were given liberty in both places. We stayed on board again.

At our next port of call we could see a long breakwater and a harbor full of ships. White-walled buildings with red-tiled roofs dotted the green hills that faded away into mountains above the city. Minarets penetrated the skyline.

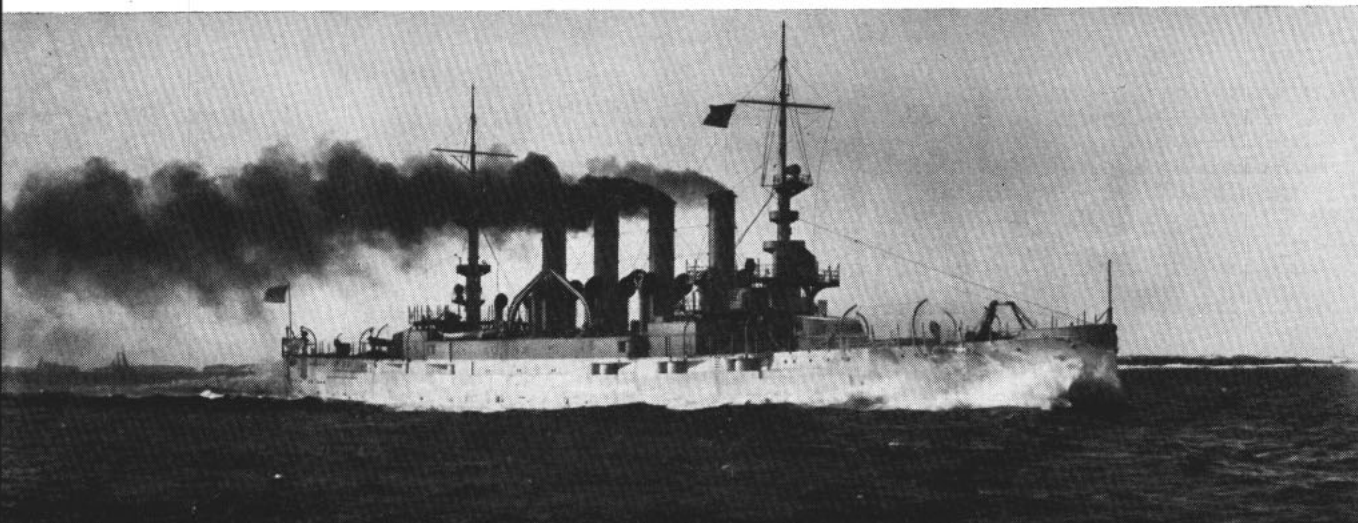
This was Beirut, Lebanon. We anchored outside the breakwater. In the same roadstead were a French heavy cruiser, a British heavy—*HMS Black Prince*—and the German light cruiser we had seen at Alexandretta.

Our stay in Beirut was typical of those touchy pre-World War I international situations where the warships of several nations pulled into a possible trouble spot and sat around eyeing each other suspiciously until the tension died down.

During this period of watchful waiting we saw quite a bit of the city. We drank heavy black coffee and ate super-sweet pastries in Turkish coffee shops. We bought souvenirs in Syrian and Lebanese bazaars. We rented Arabian horses and rode up the winding dirt roads into the hills. In short, we did most of the things that Navy men do in a foreign port.

The ancient city was part of the Ottoman Empire, but there were signs of French influence in the administration of local affairs. Camel caravans or manpower solved most of the local transportation problems, although there was a small railroad which worked its way through the mountains to Ba'albek and Damascus. A few open trolley cars circled the city and operated as far as the American College. In those days there were no autos or air traffic.

HELPING HANDS — *USS Tennessee* went to Med to bolster 'Fleet' strength when trouble started brewing in 1912.





# Before World War I

Beirut's cosmopolitan population fascinated us. In this crossroads city, people of almost every race and nationality could be seen in the crowds that continually milled through the narrow streets and market places. Money changers occupied strategic corners. Muezzins called the faithful to prayer from their lofty minarets before sunset every day. This was the Beirut (or Beyrouth) we saw in 1912 and '13 during Montana's stay.

The ship sailed as far south as Port Said, Egypt, where we usually coaled and took on beef. On one trip we also stopped at Haifa, Palestine (now Israel), and Sidon (now Saida), Lebanon. After each cruise we returned to our old anchorage at Beirut.

Our orders to return home came as unexpectedly as had our orders to the Middle East. In June 1913, with just about 24-hours' notice, we heaved round on the anchor windlass for the last time in Beirut Harbor and threaded our way through the bumboats. We were homeward bound.

Tennessee had left the Middle East earlier. So, with our departure, the Mediterranean "Fleet" was again reduced to a single ship—Scorpion.—R. R. Myers, EMC, USN (Ret).

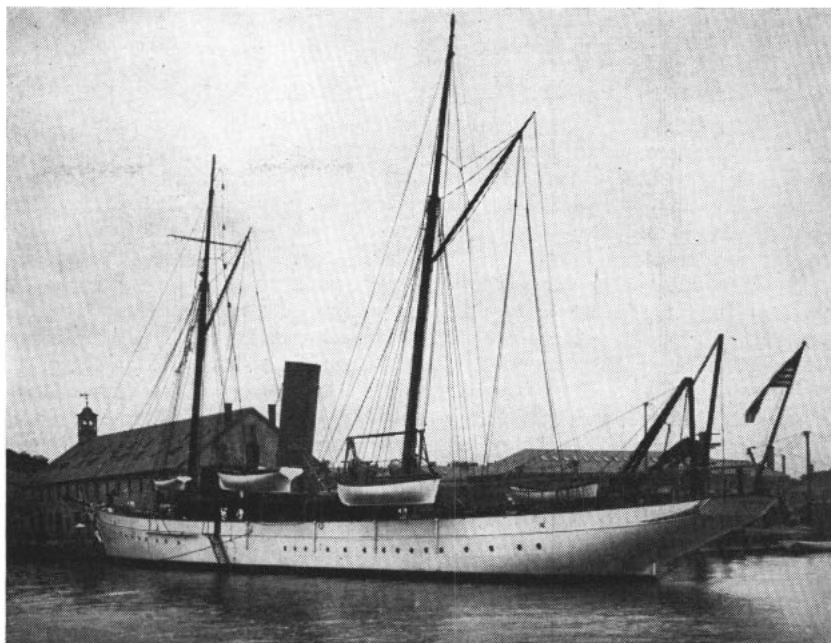
• As we read your account of the Navy in the Mediterranean not too long ago, we couldn't help but wonder about Scorpion. Where did she come from, what was she doing in Turkey, and what happened to her?

As we do so often, we passed the query on to those better qualified to answer than we are. It seems that Scorpion had a long and honorable career and, if we hadn't heard of her, we should have.

Adding to the information about her that you gave us, here's what we learned: A 775-ton steam yacht built in New York in 1896, she was originally known as Sovereign. She was changed to Scorpion when the Navy bought her two years later, just in time for the Spanish-American war. She was 202.9 feet long, had a beam of 28 feet and, at the time of her commissioning, carried the formidable armament of four six-pounders.

Her Spanish-American war experience was brief but brisk. Commissioned in April 1898, she was sent to join the blockading squadron of Santiago. While on that duty she assisted the Army in landings at Sigua, Daiquiri and Siboney.

Detached on 29 June she, in company with USS Osceola, two days later attacked Spanish gunboats in the harbor of Manzanillo. Again during July she participated in the attack which resulted in the destruction of all the Spanish shipping at Manzanillo and the closing of the port. It is understand-



**ONE SHIP FLEET** — USS Scorpion was only ship in the U. S. Navy's Mediterranean 'Fleet' in 1912. The converted yacht served a 19-year tour in the Med.

able that she should have been "highly commended for the very active part she played in the Spanish-American war."

After a tour of special duty with the North Atlantic squadron, she was ordered to Constantinople as station ship in 1908. In the same tradition as the Sixth Fleet of today at the time of the earthquake at Messina, Sicily, in 1909, she was rushed from Constantinople to aid in relief work.

Montana and Tennessee departed in 1913, but Scorpion stayed on.

When Turkey entered the war, Scorpion was moored in the harbor of Constantinople just off the Arsenal quay. In direct line of fire from the Turkish forts, it was not a comfortable spot. Eventually, she was assigned a berth in the Golden Horn.

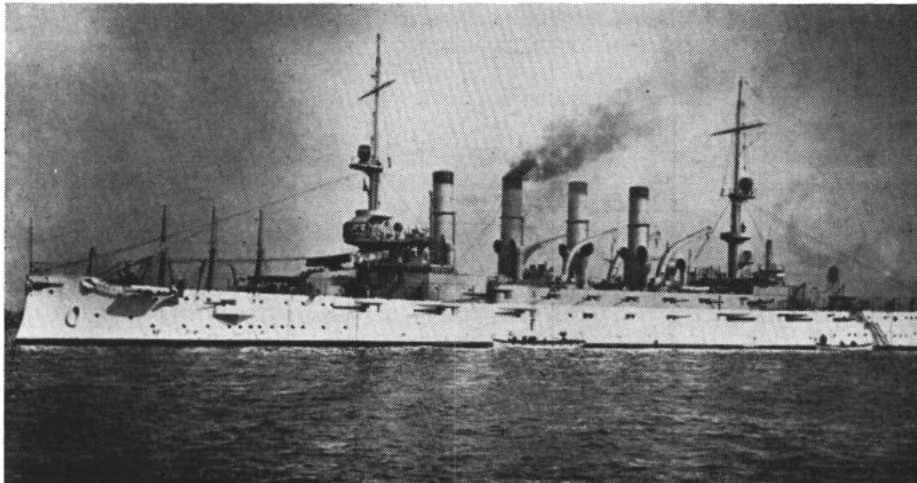
In 1917, a short time after a great explosion at Haidar Pasha she was interned for the duration of the war. The crew did what they could to further the relief work in Constantinople.

Scorpion remained at Constantinople after the war and served as flagship of RADM Bristol while he was high commissioner to Turkey. She was detached and left for the United States 15 Jun 1927, concluding a 19-year tour.

She was placed out of commission in October and stricken from the Navy List two years later.

We thank you for your interesting report on the old days in the Med, and recollections of the one-ship Fleet. Scorpion must have been quite a gal. Anybody know anything more about her? If so we'd like to hear it.—ED.

**ME TOO** — USS Montana also steamed across Atlantic to join USS Scorpion.



# They're a Good Group

ONE OF THE BASIC ASPECTS of our national defense is the existence of large ocean areas around us which—if adequately protected—can serve to deter attack. That's why we have the concept of mobile Fleet forces—versatile, powerful and capable of moving far and fast.

The Fleets aid in keeping the world's sea lanes free, not just for ourselves but for all the nations of the free world. To be in position to protect these sea lanes, carry out U. S. policy, and fulfill U. S. commitments for these areas, as well as prevent attacks, our power is projected and sustained overseas to help maintain the peace and prevent or defeat aggression against our country and our Allies.

Proper disposition of naval forces permits us, in peace and in threat of war, to support our Allies, supply and support the Army and Air Force, support our overseas bases, and insure access to vital food and raw materials.

The centerspread (pages 32-33) in this issue of ALL HANDS will give you some idea how the Fleets are deployed and where the Type Commanders—the “feeders” of ships, men and supplies into these Fleets—are located.

Here is a very brief run-down on each.

- CINCACFLT—(*Commander-in-Chief, U. S. Pacific Fleet*). Has headquarters at Pearl Harbor. The Pacific Fleet is responsible for the vast sea area of the Pacific and is prepared to maintain all essential sea lines of communication. In a period of conflict it acts to keep control of the sea areas for the United States and its Allies and deny this use to any enemy.

- CINCLANTFLT—(*Commander-in-Chief, U. S. Atlantic Fleet*). Headquarters are located at Norfolk, Va. The U. S. Atlantic Fleet operates out of several ports along the East Coast. The port of Norfolk is typical of these and is one of the biggest military installations in the world. The major commands of the Atlantic Fleet are centered here. The job of CINCLANTFLT in the Atlantic is the same as that of CINCACFLT in the Pacific.

- CINCNELM—(This is the short title for *Commander-in-Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean*). The name is long, and so is the command. Its forces cover a lot of geography; roaming from Britain to the Indian Ocean. Headquarters are at 20 Grosvenor Square, London. CINCNELM directs the operations of U. S. Naval Forces in the Eastern Atlantic, in the Mediterranean and, as directed, in the Middle East waters.

- DESLANT—(*Destroyer Force Atlantic*). Headquarters of this world's largest afloat command of naval warships is at Newport, R. I. Some of its 200 ships and 50,000 men are just as likely to show up at the North or South Pole as they are to be seen in parts of the Persian Gulf.

- CRULANT—(*Cruiser Force Atlantic*). Headquarters at Norfolk, Va. The ships of this command serve as raiders, anti-raiders, anti-aircraft defense for the carrier forces, convoy escorts and as naval gunfire support ships for amphibious landings.

- CRUDESAC—(*Cruiser-Destroyer Force Pacific*). This is one of the largest commands afloat, consisting

of some 160 ships encompassing 10 different types and over 40,000 officers and men. The ships operate from the west coast of the U. S. across the Pacific to Asia and from Australia northward to Alaska. The headquarters for this far flung organization is a San Diego-based destroyer tender.

- SUBPAC—(*Submarine Force Pacific*). The headquarters of this undersea command is at Pearl Harbor. The over-all operation, training, evaluation and development of all submarines in the Pacific come under this Type Command. SUBPAC is prepared to conduct submarine operations in the Pacific area in the event of actions threatening the security of the U. S. In coordination with other type and task forces, SUBPAC conducts specialized training of troop-carrying submarines used by the Pacific Fleet's Amphibious and Fleet Marine Forces; radar picket submarines are used as an early warning and lifeguard of our fast carrier task forces.

- SUBLANT—(*Submarine Force Atlantic*). This type command, located at New London, Conn., performs the same functions as its counterpart in the Pacific.

- PHIBLANT—(*Amphibious Force Atlantic*). Headquarters are located at Little Creek, Va. It has a basic job of training men in the many facets of amphibious operations.

- PHIBPAC—(*Amphibious Force Pacific*). Headquarters are located at Coronado, Calif. It has the same functions in the Pacific as its counterpart PHIBLANT.

- MIDEASTFOR—(*Middle East Force*). It is usually made up of one seaplane tender and two destroyer-type ships, and operates in the area of the Persian Gulf and the Gulf of Oman and the Red Sea.

- ASDEFOR—(*Antisubmarine Defense Force Atlantic*). Based at Norfolk, Va. There is no other command quite like it. It was established in June 1957 in an effort to provide better defense against enemy submarines as well as to perform certain other duties in connection with the Fleet's mission of defending the U. S. from attack through the Atlantic Ocean Area. This includes the *Atlantic Barrier Command*—the dual-purpose seaward extension into the Atlantic of the continental early warning radar lines by electronic-packed ships and aircraft.

- BARPAC—(*Barrier Command Pacific*). Headquarters at Barbers Point, Oahu. It's made up of a wing of flying radar sentinels (Super Constellations), together with the surface radar pickets of Destroyer Escort Squadron Seven. These forces shoulder the early warning burden in the mid-Pacific. The Barrier became fully operational on 1 Jul 1958 when an intricate chain of radar defenses went on watch 24 hours a day, seven days a week.

- COMSOLANT—(*Commander South Atlantic Force*). Based at Trinidad. This command was established 1 Jun 1958. It is a naval sub-area command responsible to CINCLANTFLT for all of the Atlantic Command area south of the Tropic of Cancer excluding areas now in the Eastern and Caribbean Sea Frontiers and including that portion of the Atlantic Command area in the Indian Ocean.

- SEA FRONTIERS—The sea frontier commands are responsible for activities in their area which involve



search and rescue, local antisubmarine action, control of merchant shipping and harbor defense. Pearl Harbor is the headquarters of *Hawaiian Sea Frontier*. *Eastern Sea Frontier* has headquarters at New York. San Francisco is the headquarters of *Western Sea Frontier*. The headquarters of the *Caribbean Sea Frontier* is San Juan, Puerto Rico. Kodiak, Alaska, is headquarters for the *Alaskan Sea Frontier*.

• **SERVPAC and SERVLANT.** (*Service Force Pacific* located at Pearl Harbor, and *Service Force Atlantic* located at Norfolk, Va.). These commands direct, plan, supervise and furnish logistic support to the Fleets, including the Fleet Marine Forces. The scope of Service Force duties include logistic support for outlying activities within the Atlantic and Pacific commands, naval components of joint commands, and U. S. Army and U. S. Air Force units prescribed in joint agreements. The Service Forces also provide logistic support to naval forces of other commands as required.

• **OPDEVFOR**—(*Operational Development Force*). This command, located at Norfolk, Va., tests and evaluates new weapons and equipment for service use.

• **MINLANT**—(*Mine Force Atlantic*). Headquarters located at Charleston, S. C. This command has a dual responsibility—that of laying mines, and carrying out mine countermeasures. Mine countermeasures are actually the Mine Force's biggest job—operations undertaken in order to reduce or eliminate the hazards caused by mines. This includes (1) the destruction of enemy mines before they are planted; (2) the destruction of enemy mine planting vehicles and location of mines by visual or electronic means as they are being planted; and (3) sweeping or destroying mines after they have been planted.

• **MINPAC**—(*Mine Force Pacific*). Has headquarters at Long Beach, Calif. Has same responsibility in the Pacific as that of MINLANT in the Atlantic.

• **FMFPAC and FMFLANT**—(*Fleet Marine Force Pacific*, located at Camp Smith in Aiea at Pearl Harbor and *Fleet Marine Force Atlantic*, located at Camp Lejeune, N. C.). These commands lead the Marine "sea soldiers" who fight with the Fleet in amphibious and other operations.

• **TRALANT and TRAPAC**—(*Training Command Atlantic* has headquarters at Norfolk, Va., and *Training Command Pacific* has headquarters at San Diego, Calif.). These training commands are in charge of pre-commissioning, shakedown, refresher and operational training in accordance with the doctrines and requirements of type commanders; they assist in the development of training doctrines, policies, and exercises; and insure the standardization of these training exercises which are applicable to more than one type command.

• **NAVAIRPAC and NAVAIRLANT**—(*Naval Air Force Pacific* with headquarters at San Diego, Calif., and *Naval Air Force Atlantic* with headquarters at Norfolk, Va.). These commands are responsible for the over-all

operation, training and control of all aircraft, ships and other units which comprise the Pacific and Atlantic Fleet's naval air strength.

• **NAVMARIANAS**—(*Naval Forces Marianas*). Headquarters are on the island of Guam, M. I. The guiding hand for the vast area, two-and-one-half million square miles of the Pacific Ocean, which includes the island groups of the Marianas, the Bonin-Volcanoes and the eastern, central and western Carolines, is that of COMNAVMARIANAS. Actually, he holds two titles. The other is that of Representative of CINCPAC in the Marianas-Bonin Islands. Within the area of his command, COMNAVMARIANAS is responsible for naval surface and air reconnaissance, peacetime search and rescue operations, and in the event of hostilities, the conduct of antisubmarine warfare.

• **NAVFORJAP**—(*Naval Forces Japan*). Headquarters are in Yokosuka. This command conducts naval operations, in coordination with other military commands, in defense of the area of Japan in order to provide support to the Pacific Fleet in controlling the seas within the Pacific command in the event of war.

• **NAVFORNORAD (CONAD)**—(*Naval Forces North American Air Defense* (Continental Air Defense)). Headquarters of CONAD is at Ent Air Force Base, Colo. This combined service command defends the United States against air attack. To do this, operations are divided into four distinct phases: (1) detection,

(2) identification, (3) interception and (4) destruction. Naval Forces North American Air Defense is the senior coordinating naval unit serving under CONAD.

• **NAVFORKOREA**—(*Naval Forces Korea*). Headquarters located in Seoul. This command conducts naval operations in coordination with other military commands in defense of the Republic of Korea in order to provide support to the Pacific Fleet in controlling the seas within the Pacific command in the event of war.

• **U. S. COMEASTLANT**—(*U. S. Command Eastern Atlantic*). Headquarters are in London. As a subordinate of CINCLANTFLT, exercises operational control over certain Atlantic Fleet units operating in the U. S. EastLant sub-area, and provides logistic and administrative support as directed by CINCLANTFLT.

• **NAVPHIL**—(*Naval Forces Philippines*). Headquarters located at Sangley Point. This command conducts naval operations in coordination with other military commands in defense of the Philippines in order to provide support to other U. S. and Allied forces in controlling the seas within the Pacific command.

• **TAIWANPATFOR**—(*U. S. Taiwan Patrol Force*). Headquarters are afloat. This command employs forces assigned to conduct air and surface patrols and coordinate search and rescue operations in the Taiwan area in order to support the missions of the Seventh Fleet and the U. S. Taiwan Defense Command.

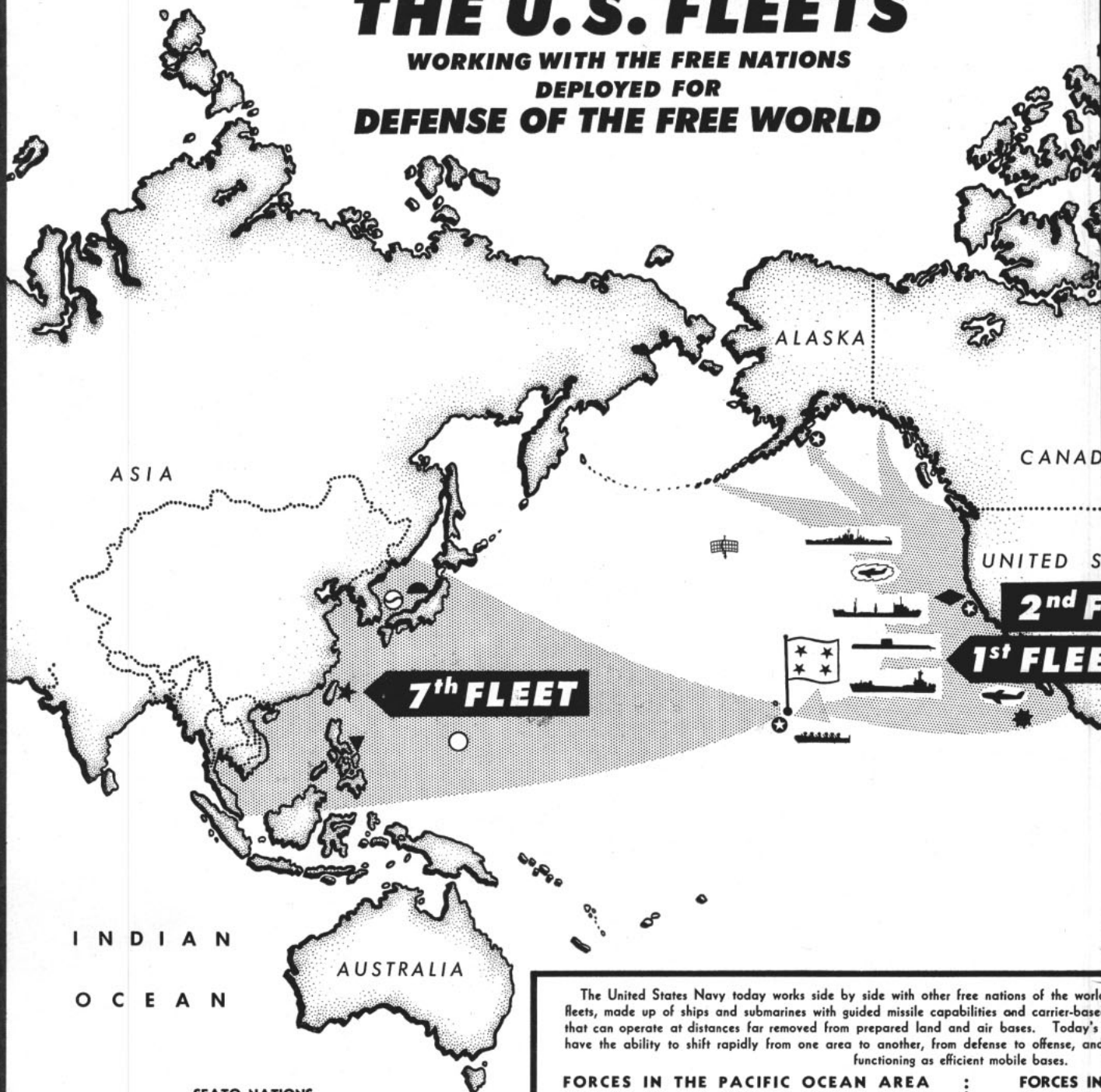
—Thomas Wholey, JOC, USN.





# THE U.S. FLEETS

**WORKING WITH THE FREE NATIONS  
DEPLOYED FOR  
DEFENSE OF THE FREE WORLD**



## SEATO NATIONS

Southeast Asia Treaty Organization is an alliance created by treaty signed in Manila, P. I., 8 Sep 1954, for common defense by its members against armed attack or a threat to peace and security.

AUSTRALIA NEW ZEALAND PHILIPPINES UNITED KINGDOM (Extended by Protocol: LAOS  
FRANCE PAKISTAN THAILAND UNITED STATES CAMBODIA VIETNAM)

## ANZUS NATIONS

Multilateral treaty, which went into effect in April 1952, provides for the common defense by its members against armed attack or threat to peace and security.

AUSTRALIA NEW ZEALAND UNITED STATES

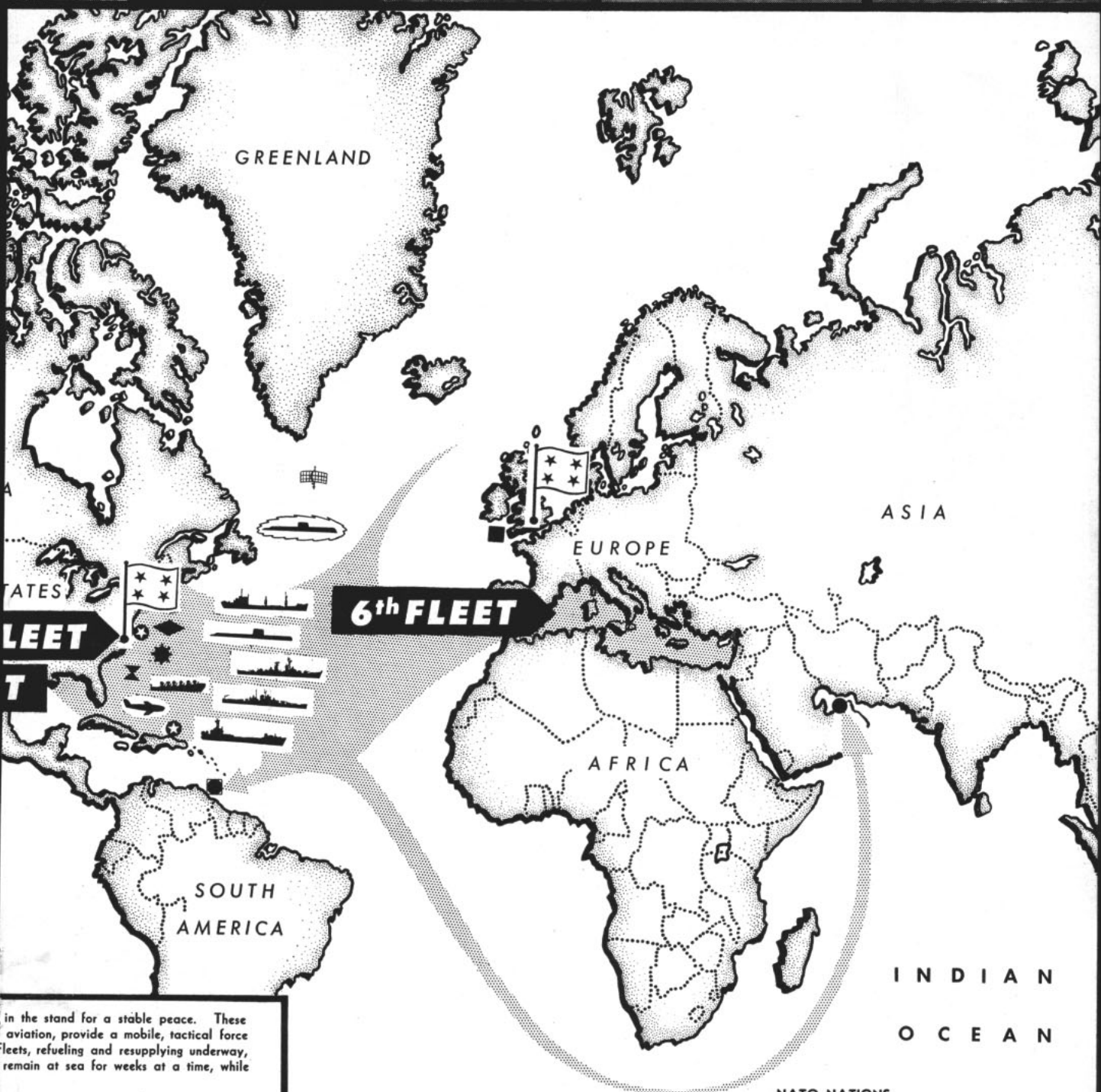
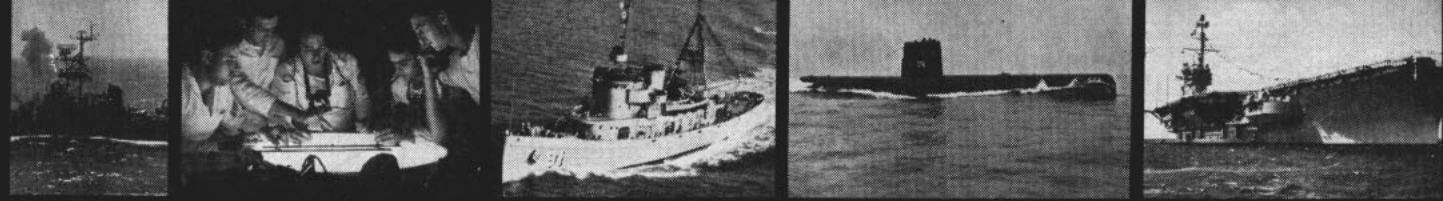
## FORCES IN THE PACIFIC OCEAN AREA

- ...CINCPACFLT
- WESTSEAFRON
- ALSEAFRON
- HAWSEAFRON
- ...NAVFORJAP
- ...NAVFORKOREA
- ...NAVPHIL
- ...NAVMARIANAS
- ★... TAIWANPATFOR
- ...NAVAIRPAC
- ...SUBPAC
- ...FMFPAC
- ...PHIBPAC
- ...TRAPAC
- ...MINPAC
- ...CRUDESPAC
- ...BARPAC
- ...SERVPAC
- ...NAVFORNORAD (CONAD)

## FORCES IN THE PACIFIC OCEAN AREA

- ...CINCPACFLT
- ...CINCPACFLT
- ...EASTSEAFRON
- ...CARIBSEAFRON
- ...NAVAIRPAC
- ...SUBPAC
- ...FMFPAC
- ...PHIBPAC
- ...TRAPAC
- ...MINPAC
- ...CRUDESPAC
- ...BARPAC
- ...SERVPAC
- ...NAVFORNORAD (CONAD)





in the stand for a stable peace. These  
aviation, provide a mobile, tactical force  
fleets, refueling and resupplying underway,  
remain at sea for weeks at a time, while

#### THE ATLANTIC OCEAN AREA

- INTFLT  
 LM  
 AFRON  
 EAFFRON  
 RLANT  
 ANT  
 ANT  
 ANT  
 ANT
- MINFLANT  
 • FMFLANT  
 ••••• SERVLANT  
 ••••• TRALANT  
 ••••• MIDEASTFOR  
 • SOLANT  
 ••••• ASDEFORLANT  
 ••••• OPDEVFOR  
 ••••• USCOMEASTLANT

#### NATO NATIONS

North Atlantic Treaty Organization, established by treaty in Washington, D. C., 4 Apr 1949, was designed to facilitate the joint defense of the signatories against threat to their territorial integrity or political independence.

BELGIUM	FRANCE	LUXEMBOURG	NORWAY	UNITED KINGDOM
CANADA	GREECE	ITALY	PORTUGAL	UNITED STATES
DENMARK	ICELAND	THE NETHERLANDS	TURKEY	WEST GERMANY

#### RIO PACT NATIONS

Inter-American collective defense treaty, which went into effect 2 Sep 1947, makes provisions for assistance in the case of attack and provides for consultation on measures to resist subversive activities from outside and for settlement of disputes among the members of the Pact.

ARGENTINA	COLOMBIA	ECUADOR	HONDURAS	PARAGUAY
BOLIVIA	COSTA RICA	EL SALVADOR	MEXICO	PERU
BRAZIL	CUBA	GUATEMALA	NICARAGUA	UNITED STATES
CHILE	DOMINICAN REPUBLIC	HAITI	PANAMA	URUGUAY
		VENEZUELA		

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**AT SEA**—Carriermen on board *USS Lake Champlain* (CVA 39) take time out from their shipboard routine to participate in exams for advancement in rating.

## Arneb Knows the Antarctic

For the fourth consecutive year, the attack cargo ship *uss Arneb* (AKA 56) and her crew have taken part in Deep Freeze operations in the Antarctic.

Their voyage this time, as in the past, took them from Davisville, R. I., to Norfolk, Va., then half-way around the world to New Zealand via the Panama Canal.

After a few days for rest and relaxation at Port Lyttleton, N. Z., *Arneb* will again cross the Antarctic Circle, en route to Cape Hallett to unload cargo for that Antarctic base.

Experience of the past few years stands the crew in good stead. During unloading procedures, the crew works two 12-hour shifts. Hatch

crews, winch crews, boat crews, engineers, deck watch standers—everyone works 12 hours each day until the job is done. Four meals a day are served during these 12-hour stints; the usual three plus a hot meal at midnight.

After Cape Hallett, the ship moves some 400 miles farther south to unload cargo for McMurdo Sound. At this station she is moored alongside the ice shelf and cargo is transferred directly from ship to shelf. This means another around-the-clock work-day.

When all supplies for the Antarctic stations are off-loaded, *Arneb* will head north through the ice-bound seas and return to the United States via New Zealand.

## Mobile Amphib Squadron

A new highly mobile amphibious squadron has been established as a part of the Atlantic Fleet's Amphibious Force. Spearheading the new squadron, designated Amphibious Squadron 10, is the carrier *uss Boxer* (CVS 21). Although an ASW support carrier, *Boxer* will function as an amphibious assault ship while serving with PhibRon 10.

In addition to *Boxer*, PhibRon 10 will have four high-speed dock landing ships, all of which have helicopter landing platforms. Reassigned from the four existing amphibious squadrons, these ships are *uss Hermitage* (LSD 34), *Fort Snelling* (LSD 30), *Plymouth Rock* (LSD 29) and *Spiegel Grove* (LSD 32).

Creation of the new squadron will give the Amphibious Force a fast, highly mobile squadron capable of putting into operation the fast landing force concept and the technique of vertical envelopment.

Establishment of PhibRon 10 doesn't change the major command structure of the Amphibious Force. But other organizational changes took place at the same time. These involved the disestablishment of seven commands and the reassignment of several ships. They include the following:

- Disestablishment of Landing Ship Flotilla 2, composed of LST Squadrons 2 and 4, LCU Squadron 2, and LCU Divisions 21, 22 and 23.

- Reassignment of the Flotilla's 14 LST-type ships as evenly as possible to the other four Amphibious Squadrons and transfer of the six LCUs to Boat Unit 2.

- Changes in titles and designations from Commander Transport Squadrons to Commander Amphibious Squadrons and Commander Transport Amphibious Squadron 2, 4, 6 and 8 to Commander Amphibious Squadron 2, 4, 6 and 8.

- Shifting of *uss Krishna* (ARL 38) and *Kleinsmith* (APD 134) from the disestablished Landing Ship Flotilla to Commander Amphibious Squadrons.

- Transfer of *uss Rankin* (AKA 103) from Amphibious Squadron 8 to Amphibious Squadron 4.

## YESTERDAY'S NAVY



In January 1820 *uss Congress*, the first American warship to visit the Philippines, arrived in Manila. On 6 Jan 1815, a U. S. launch on Lake Borgne, La., captured and burned the brig *Cyrus*, loaded with clothing for the British Army. On 8 Jan 1847 *COMO R. R. Stockton* led a naval force in a successful land attack on Mexican troops entrenched near Los Angeles, Calif. On 17 Jan 1943 a U. S. Naval Base and Naval Air Station were established at Brisbane, Australia. On 26 Jan 1856 a small landing force from *uss Decatur*, aided by gunfire from the ship, successfully repulsed an Indian attack on Seattle, Washington.



## Arcas, New Research Rocket

The Navy is testing a new 71-pound solid propellant rocket capable of lifting a 12-pound payload to an altitude of 200,000 feet.

Known as *Arcas*, the single-stage rocket is about four and one-half inches in diameter and only six and one-half feet long. It is equipped with a separation device which ejects a nose cone and parachute assembly at the top of the trajectory.

Unlike other rockets at present used for atmospheric research, *Arcas* was designed by meteorologists. Instead of modifying existing military weapon-type rockets, the scientists designed an entirely new system which can be used in atmospheric research programs in many places, including colleges and universities.

One problem in adapting a military rocket is the strain and stress the high acceleration rates place on the rocket instrumentation. *Arcas*, in contrast, was especially designed to rise with a low-acceleration rate. This eliminates the need and expense of ruggedizing the instrumentation. The low-acceleration rate, combined with the long-burning time of *Arcas*, features normally associated with large, liquid-propelled rockets, are the result of Bureau of Ordnance research and development in solid propellants.

The rocket's launcher weighs only 390 pounds and it can be assembled by two men in two hours. The small, low-cost rocket can be launched from either land or aboard ship.

The separation device in *Arcas* contains two pyrotechnic charges which propel the 12-pound parachute and nose cone assembly from the expended rocket motor.

The parachute itself was specially designed and developed for use at the 200,000-foot level. It has an extended skirt to insure a stable descent. The parachute is coated with aluminum so that it can be tracked by radar. It has a two-inch hem containing methanol which vaporizes and provides the necessary inflation pressure.

After several successful static tests, *Arcas* is expected to undergo three test flights during the month of October at White Sands, N.M. The first will be an uninstrumented flight designed to test the launcher, rocket motor and separation device.

The second and third tests will be made with parachutes and instruments that measure acceleration,



**PARACHUTING PADRE** — LT Edward P. Hammond, CHC, USN, is one of four Navy chaplains who also have the designation of Naval Parachutist.

motor case pressure, skin temperature, angle of attack and post-burn-out attitude.

Actual data-gathering flights to obtain temperature wind profiles are expected to begin early in 1959.

## Real Sky Pilot

During its 34-year history, the Parachute Rigger School at NAS Lakehurst, N. J., has qualified thousands of parachutists. Of these, four have been chaplains.

One of the chaplains to earn the designation of Naval Parachutist is LT Edward P. Hammond, CHC, USN, who earned the designation by completing his sixth jump last fall.

Chaplain Hammond is a volun-

teer to the Antarctic Support Activities schedule for deployment to the South Pole. His tour there will be for about a year while attached to Operation Deep Freeze IV.

Although parachute descents are not planned as a primary means of transportation, Chaplain Hammond's designation as a qualified parachutist will enable him to administer spiritual assistance to men in even the most remote areas of the pole.

## Ingersoll Rescues Two Adrift

For three days two Okinawan fisherman drifted in their 20-foot boat. With no food left and hopes of rescue fading fast, they thought they might last one more day.

Their fears were erased by the appearance on the horizon of a Seventh Fleet destroyer, *uss Ingersoll* (DD 652). *Ingersoll* had been operating with a carrier group when the OOD, LTJG John W. Leith, spotted the small boat.

The lifeguard detail, under the direction of ENS C. McRight, Jr., and Chief Boatswain's Mate John Wiberg, brought the two men and their boat aboard. After a hot shower, some fresh clothing, and a hot meal, the two fisherman told their story.

They had left their homes three days before to fish. Their engine failed while in the fishing area and high winds and heavy seas carried them out to sea. Fearing their boat would be swamped, they threw their engine overboard. They said they had given up hope of being rescued.



**LAST SALUTE**—Chief Boatswain's Mate Harry D. Settle, USN, is piped over side of *USS Etlah* (AN 79) as he leaves for Fleet Reserve after 24 years' active duty.

## Quenching Thirst of NS Argentia Citizens Is a Nagging Problem

The Naval Station at Argentia, Newfoundland, has the best of modern equipment for transportation on land, sea and air. But, it couldn't get anywhere in solving a really critical problem until it put a hay-powered assistant on its payroll.

Argentia experienced an unusually dry season this year. The station's main water reservoir was being depleted at an alarming rate.

This situation was foreseen several years ago, when a gas-driven pump was installed at a backwoods lake which could be used to augment the main reservoir in case of emergency. Since rough terrain made the lake inaccessible for land vehicles, fuel for the pump had to be flown in by helicopter.

Then, the 'copter broke down.

Engineers and planners surveyed the area, made various calculations and offered numerous suggestions—but they didn't quite solve the problem. A janitor who overheard their deliberations came up with the ideal solution—"Get a horse."

He knew where a small pack horse could be hired. The animal



Argentia's Water Boy

wasn't immediately available for an employment interview, but the experts, by means of micrometers, tapes and slide rules, calculated that he could carry about 22 gallons of gas.

Saddle bags were manufactured and taken to the place where the horse was supposed to be. However, Old Paint had said goodbye.

He'd strayed into the hills and could only be found with the aid of a helicopter.

Meanwhile, back at the reservoir, the water was getting lower.

A resident of the area offered to rent another horse, which was quite a bit larger than Old Paint. The engineers were delighted. They went to work all over again with slide rules and such, and calculated that this horse could haul a full barrel of fuel over "the hump," a big hill on the way to the lake.

Now, everything seemed ready for the push-off—until someone remembered a very important detail. The horse would have to be put on the payroll, and fed.

On top of all this, it was discovered that on finishing his meal the horse was getting mighty thirsty. Since the water lay beyond the horizon, the animal's thirst was quenched with canned orange juice, and the big trek began.

Before long the pump had its gasoline, the station had its water and everyone was happy. Dobbin had become a hero by going over the hill.

—Joe Scaperotta.

## Mass Flight Across Pacific

Two Marine jet fighter-attack squadrons have demonstrated their readiness, mobility and range capability in a flight from Hawaii to Japan.

The flight of 24 FJ-4B *Fury* jets of Marine Attack Squadrons 212 and 214 marked the first trans-Pacific crossing to be made by Navy or Marine fighter aircraft in squadron strength.

Designated "Cannon Ball," the flight originated from the Marine Corps Air Station, Kaneohe, Oahu, T.H., and was completed at the Naval Air Station, Atsugi, Japan. It was made in 12 hours' air time.

In-flight refueling was accomplished by Air Force KB-50 jet tankers in the vicinity of Wake Island and again near Iwo Jima by Navy AJ aerial tankers. With overnight layovers at Midway and Guam, the crossing was completed in approximately three days.

Both squadrons are part of Marine Air Group 13, which was deployed on a rotational basis to the Far East in support of Marine forces in that area.

Remaining elements of MAG-13,

including maintenance and support personnel and equipment, were sent to Japan aboard *uss Cape Esperance* (CVU 88) and the attack transport *uss Pickaway* (APA 222).

## To New Duty — by Boat

There are many modes of transportation in carrying out a set of transfer orders—private car, bus, train, plane or, in the case of at least one man, walking. There is yet another way—by private boat. And CDR William Staples, DC, usn, is the man who did it.

Last July, CDR Staples decided to use his boat *Ichiban* as a means of travel in carrying out his transfer from Bainbridge, Md., to his new duty station as dental officer aboard *uss Yosemite* (AD 19) at Newport, R. I.

Using his leave time and traveling alone, he took the helm of his 22-foot boat and chugged out of the Northeast River Yacht Basin on the first leg of his 416-mile trip.

A few statistics concerning *Ichiban* show that she is 22 feet three inches long with a beam of eight feet. She is powered by a six-cylinder 96-horsepower engine which

revs up to 2250 rpms when cruised at 10 knots. There is sleeping space for two in the cabin and two in the cockpit, and there is a head and a galley.

If you should be planning on a future transfer and would like to take the same route, here's the one CDR Staples used:

Down the Northeast River to the Elk River then through the Chesapeake and Delaware Canal to Cape May, N. J. From Cape May to Atlantic City, then on to Brielle, N. J. From here to East Rockaway Inlet, L. I., through the N. Y. State boat canal to Mastic Beach, N. Y. From Mastic Beach to Shinnecock Canal where he was locked through one of the locks to Great Reiconic Bay, N. Y.; on to Sag Harbor then Montauk, L. I.

From here it was a straight shot to Newport where he was met by his family and friends. Then it was just a jaunt to the small boat piers at the Newport Naval Station.

There were seven fuel stops during the three-day, three-and-a-half-hour journey. A transom on the boat had been converted into a lazaret which gave stowage for an extra 10



gallons of gasoline. This, plus the regular tank, gave him 40 gallons when topped off. He figured on nine to 10 hours of cruising while burning four to 4.5 gallons an hour.

"I only encountered one day of bad weather," CDR Staples recalled. "That was in the New York State Canal when thunderstorms churned the water rather violently."

There was one point the commander didn't stress. It was a little rough at times while cooking with one hand and steering the boat with the other.

### Plenty of Bounce

An enlisted Wave, three naval aviation cadets, two ensigns, an LTJG and a civilian physical fitness instructor from NAS Pensacola, have bounced from obscurity to national recognition.

Known as the "Starflights," this unusual high-flying combination for the past three years has been bouncing around the country on a piece of canvas stretched tightly over a metal frame.

They got their start back in 1955, when the Naval Air Basic Training Command founded a trampoline demonstration team. Joe Louder, physical fitness instructor at the Pre-Flight School, organized the team and assumed the coaching duties. Today, he still holds down the coaching spot and is also an active member of the team.

The Starflights now hold a place alongside the famed Blue Angels, the NavCad Drill Team and Cadet Choir when it comes to being officially recognized as an instrument of recruitment and publicity.

Besides Coach Louder, the "tramp" team's eight members are NavCads Carl Ott, Bud Lineberger and George Guerra; Ensigns Lanny Gorman and Philip Drips; LTJG W. R. Zipperer; and Wave Sally Wilcox, PR3, USN.

LTJG Zipperer is the only member of the team who had had experience on the "tramp" before reporting to Pensacola. He is one of the country's top gymnasts, according to Coach Louder.

ENS Gorman has already proved his athletic ability at national ski jumping meets, while ENS Drips is known for his swimming accomplishments. Ski-jumping and swimming are both similar, in a sense, to trampolining, as they too require extensive body coordination.

Trampolining got its start many



**PULLING TOGETHER**—Deck gang of USS Macon (CA 132) handle lines while rigging their cruiser for highline transfer of supplies while cruising Atlantic.

years ago when a French tightrope walker and high-wire acrobat began to experiment with his safety net. He found that by tightening the net, he could use it for tumbling and acrobatic tricks that were a delight to both the audience and acrobat. His name was Trampolina, hence the new device was given the name trampoline.

It was not until the early 1930s that the "tramp" took hold in the United States. At that time it was almost as popular as the hula hoop was recently. George Nisson, a former naval officer and national tumbling champion, was instru-

mental in spreading the fad through his daring demonstrations.

### Marine Invents 'The Thing'

Marine All-Weather Fighter Squadron 531 has not only come up with something they call "The Thing"—but they have also gone ahead and put it into operation.

So dubbed by its designer and builder, TSgt W. Martin, USMC, it's quite the thing. Actually, it's a pneumatic tester for aircraft ejector racks.

In addition to testing ejector racks 'The Thing' has proved successful in testing the pneumatically operated Mark XII guns and Mark VII gun feeders on F4D-1 *Skyray* jets.

Until 'The Thing' was invented, ejector racks were tested by firing a small cartridge charge of black powder into the device, activating the ejector rack and releasing the load. But this method required the ejector assembly to be cleaned after each firing.

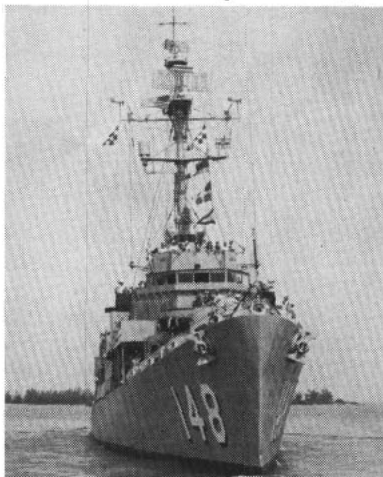
All it takes now is the push of a button and 'The Thing' does the same job. It sends air pressure at 1000 pounds per square inch through the system, activating the ejector racks. No more cleaning of the ejector assembly.

'The Thing' is well adapted for field use since it weighs only 45 pounds. The entire unit consists solely of bottled air containers, a pressure reducer valve, pressure gauge, control valve and air lines.



**FANCY TOUCH**—Navy baker puts the finishing touches on a batch of goodies designed to please the best.

## Antarctic Duty Is Rough and Tough, But It's All in Day's Work for USS Brough



**LONESOME DE**—USS *Brough* (DE 148) recently left for her third tour with Operation Deep Freeze and picket duty in lonely and rough seas.

USS *Brough* (DE 148) stood ready at the pier in Key West, Fla.

A little before 0900 came the order: "Single up all lines."

With those words LCDR B. E. Boney, USN, *Brough's* captain, signalled the start of the third Deep Freeze operation for a little ship with lots of pride and good reason for it.

The bridge itself appeared normal enough that morning. The same men were doing the same things they did on a routine day, as though the ship were only going out for a few hours. Talkers repeated their orders in the same matter-of-fact tones. Check-off lists were whittled down at a regular pace. And, the bustle of activity on the bridge was much the same.

The skipper waited on the quarterdeck until the last moment.

Then, he kissed his wife and three children goodbye for eight long months, turned and hurried to the bridge. Many on board

knew how he felt, for they too were parting from their families.

Goodbyes over, the ship was ready to leave for one of the loneliest spots in the world, a station about halfway between New Zealand and Antarctica where she was to serve on weather, communications and SAR picket duty in some of the roughest waters on earth.

The band on the pier struck up a march. Brassy notes cut into everyone's thoughts. The Florida sun glinted off golden instruments and starched white uniforms to add to the brightness of the music.

Nearby stood clusters of families and friends of the men of *Brough*.

Officers from DesDiv 601 watched as the ship prepared to get underway.

"Take in all lines," the captain ordered.

Mooring lines snaked in from the pier, and the ship swung slowly out.

*Brough* slid smoothly off, backing down between the ships as quickly as she could. Her moment as the center of attention seemed over until, unexpectedly, all the other ships' whistles blared their salute to "Little *Brough*," as the DE had been dubbed by the newspapers. The band played again and wives, children and friends waved for one last time before *Brough* passed out of sight.

The ship swung around and started ahead. As she approached the Key West Main Base a flashing light message was received from USS *Howard D. Crow* (DE 252), a long-time running mate of *Brough* and one of her sidekicks in DesDiv 601. *Crow* had evidently read the news stories about *Brough's* departure. The message read:

"Bye, Little *Brough*."

This was the beginning, some months back, of another Deep



**BYE NOW**—Seaman honor guard comes to present arms as USS *Brough* prepares for duty in cold seas operating with Task Force 43.

Freeze tour for the DE.

Her next stop was Panama. After that came a 6900-mile trip across the Pacific and a few days in Dunedin, New Zealand, before she headed for her station at 60° S, 170° E.

Today she patrols about 20 days out of every month during the Deep Freeze operation. For about one week a month she's in friendly Dunedin. On her trips between Dunedin and her station she crosses the "Roaring Forties," "Furious Fifties" and "Screaming Sixties."

While on station *Brough* acts as a weather ship and as a guide to supply planes boring through murky skies on their way toward the Pole. She also stands ready as a search and rescue ship in case one of the planes has to ditch.

For the pilots, on their long flights over desolate, forbidding waters, it's a real comfort to know that *Brough* is down there.

—E. K. Frear, ENS, USN.

### Fog Machine

A machine that can look into the future—at least so far as fog is concerned—has been developed by LCDR David H. Minton, Aerology Officer at NAS Lakehurst, N. J.

The Short Range Fog-Forecasting Machine, as it is called by its designer, can actually predict the formation of fog up to four hours in advance. LCDR Minton has found

that, with research in this direction, he will be able to forecast thunderstorms two to four hours in advance.

The aerologist began his research on fog-forecasting in 1950, while attached to the Naval Research Laboratory in Washington, D. C.

In the past, fog was predicted by watching the dew point and temperature. When these two factors come within three degrees of each

other there's a very good chance that fog will form. However, LCDR Minton found that there must also be a state of low conductivity in the atmosphere. If the conductivity is high, fog will not form, no matter how close the dew point and temperature are to each other. The fog-forecasting machine, which measures electricity in the ground and in the air, supplies this important data.



At present, there are only five fog-forecasting machines in existence, all of them constructed from LCDR Minton's design. One of the machines is used at Lakehurst.

In commands where the devices have been used, they've drawn high praise from pilots and aerologists. After one of the machines was used aboard USS *Iowa* (BB 61) in the fall of 1957, Commander Second Fleet wrote the Chief of Naval Operations, commending the machine's performance and suggesting further research in the field.

One airship pilot at Lakehurst is so sold on the fog-forecaster that he calls the aerology office before every flight to ask: "What does Mr. Minton's fog machine say today?"

### This Simulator is NEWS

A Navy Electronic Warfare Simulator (NEWS) has been unveiled at the Naval War College, Newport, R. I. NEWS was developed to provide officer students with a reproduction of actual battle situations. The officers use their own judgment and professional experience under the most realistic war-game conditions possible.

Consisting of equipment rooms, control rooms, an umpire area and a series of command centers, NEWS is an installation one block long and three stories high.

Before the development of NEWS, advanced training for officers on a large scale was impracticable because of the high cost of new weapons and weapons systems necessary in mock Fleet exercises.

Basically a two-sided naval warfare simulator, NEWS has been 13 years in conception, design and construction and is expected to revolutionize the art of war gaming completely. It will provide War College students with an instantaneous and continuing picture of a tactical situation from the moment of initial contact with enemy forces until one force has been destroyed or rendered ineffective.

In addition to its use in training students, it may provide a much needed tool to explore and evaluate the feasibility and effectiveness of new tactics.

Actual war-game conditions are simulated as nearly as possible. Images of each simulated force are portrayed on a 15-foot master plot screen through the use of optical projectors. NEWS provides extensive communications systems, as

well as force radar presentations. It indicates course, speed, and in the case of aircraft or missiles, altitude of the various elements.

Commanders, their staffs, and individual unit commanders are located in the various command centers. From there the commanders observe and evaluate the situation as it develops. They exercise control of forces and test the soundness of plans exactly as they would under combat conditions.

Umpires are located in an auditorium which is physically separated from the command center. Each umpire is an officer with wide professional experience in the type of operation he umpires.

Rapid calculation of results of interactions enables the battle action to progress at any rate of speed, or to hold the action at any point during the course of action to permit detailed analysis by the students.

### Automatic Aircraft Navigators

A contract for automatic radar navigation equipment for aircraft has been awarded by the Navy.

Adaptable to all naval aircraft, the self-contained navigation equipment will automatically compute and display ground speed and drift angle without the aid of ground stations, wind estimates or true air speed data. With this new indicator, pilots can reach their destination with certainty under all conditions without time-consuming manual computations.

Considered a major breakthrough in conquering navigation problems, the equipment will first be used in the *Neptune* and *Marlin* patrol planes, carrier-based *Skywarriors*, and three other aircraft types.

The equipment is highly adaptable and can be used with a number of ground position computing and indicating displays now in use.

### Sound of the Teletype is Music to Teletype's Ears

Although John E. Blair, TE (RM) 1, USN, knew how to play the trumpet, guitar and harmonica, people laughed when he sat down at the keyboard to play a tune. Since the keyboard was on a teletype machine, you can't much blame them.

Now, however, Blair not only makes music with the machine, but he has also taught it to draw.

The notes of the "tele-musictypewriter" are actually electronic buzzes produced when a key is struck. Ordinarily, the buzzes can't be heard, but Blair has rigged a five-inch speaker on the machine to amplify them. Through various settings he has given each buzz

the quality of a musical note and each note a different pitch in the musical scale. The machine's range covers two octaves. It took Blair two weeks of spare-time tinkering to turn the machine into a musical instrument.

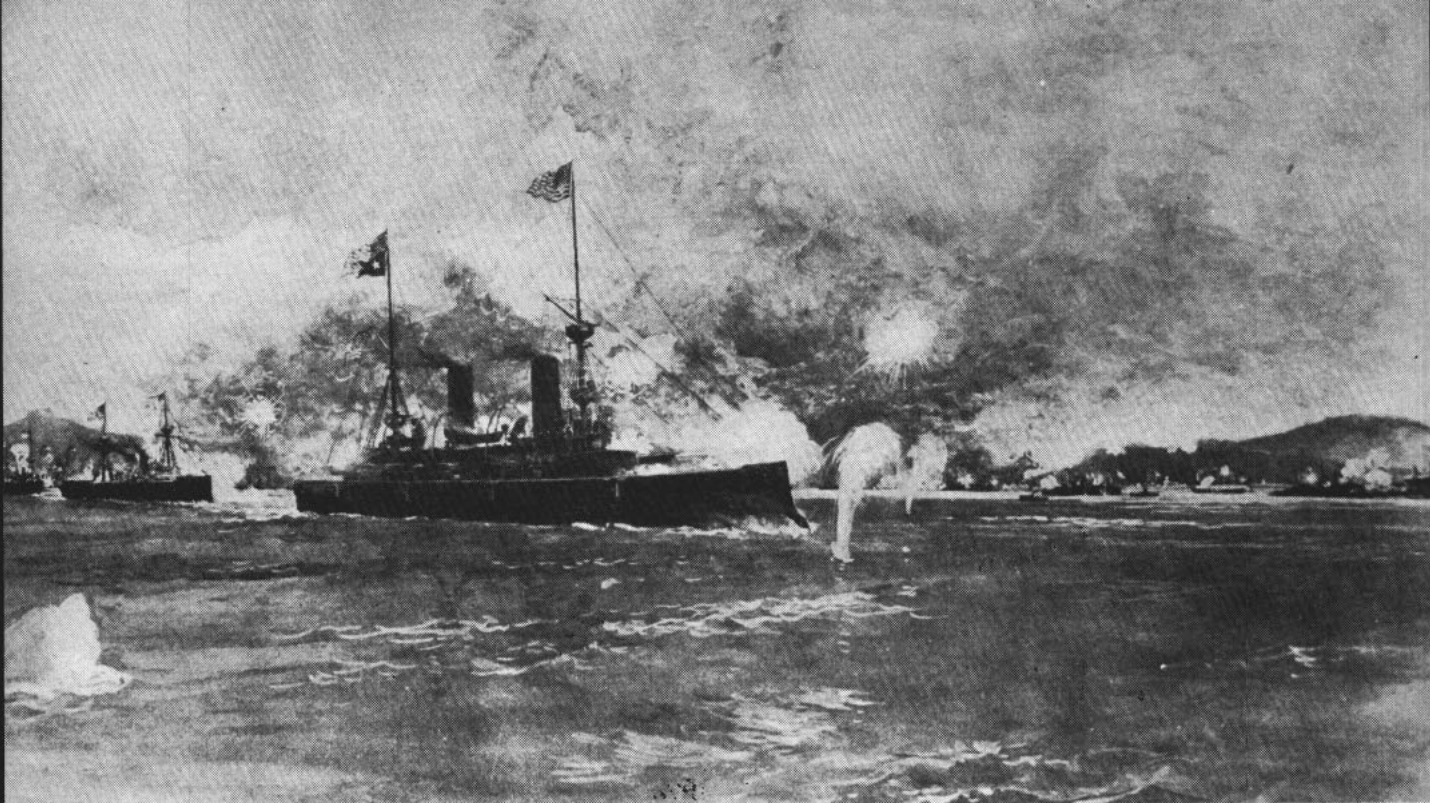
Teaching the machine to draw also requires quite a bit of work. By punching X's that make up the outlines of a design, Blair works out the drawings on an ordinary typewriter. The design, together with an appropriate tune, can then be transferred to a code strip, he says, and in turn is fed into the teletypewriter. The punched "memory strips" guide the machine through its performance.

The first tune he taught the machine to play was "Anchors Aweigh." At the same time, it drew an anchor, complete with USN across the shank. The machine also plays the Marine Corps Hymn while drawing an appropriate insignia. For an encore it can draw the Statue of Liberty while playing "God Bless America."

Blair is an instructor at the Teletype Maintenance School, Naval Schools Command, at the Naval Base, Norfolk, Va. Incidentally, he is a top typist, and has a reputation for being an ace maintenance man, keeping equipment in singing condition.



WORDS AND MUSIC — J. E. Blair, TE(RM)1, strikes up a tune on keyboard of his 'tele-musictypewriter.'



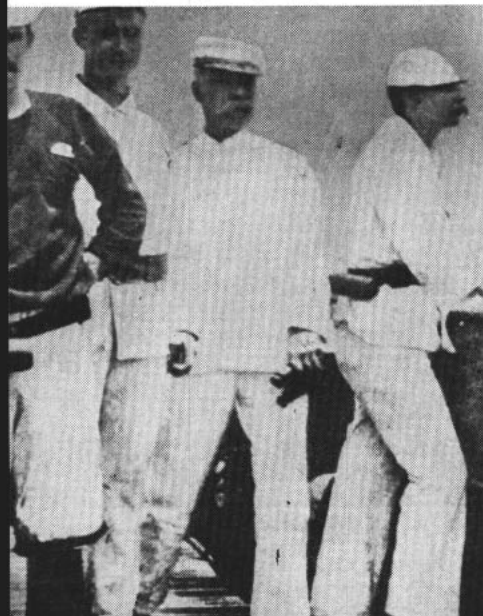
BATTLE QUEEN—USS *Olympia* is shown in painting during Battle of Manila Bay while serving as Dewey's flagship.

## USS *Olympia*, Victor at Manila Bay, Still Serves

**U**SS *OLYMPIA*, Admiral Dewey's flagship at the Battle of Manila Bay, is now serving on new duty. She's a national memorial and marine museum.

Through the efforts of the Cruiser *Olympia* Association and a ship repair firm, she has been restored and repaired to make her safe and presentable, and is now on public display at the foot of Market Street in Philadelphia, Pa. She achieved her present status after a long struggle for survival which saw her on the

COMMODORE Dewey directs from his fighting flagship, USS *Olympia*.



brink of the scrap heap several times.

Named for the capital city of the state of Washington, *Olympia* was commissioned at San Francisco, Calif., on 5 Jan 1895. Though she would be dwarfed beside such present-day ships as USS *Forrestal* (CVA 59), she was large for her day. She measures 344 feet in length and 53 feet in waterline breadth. She had a design complement of 33 officers and 378 enlisted men. In short, she was comparable to a modern destroyer.

As Dewey's flagship, *Olympia* was with the Asiatic Squadron in China when the Spanish-American War began. With the other ships, she was ordered to the Philippines, where the darkened squadron stole past the batteries on Corregidor to arrive off Manila at daybreak on the morning of 1 May 1898. What happened next is described in this passage from Dewey's autobiography:

"At 5:40, when we were within a distance of 5000 yards [of the Spanish fleet], I turned to Captain Gridley [*Olympia's* skipper] and said, 'You may fire when you are ready, Gridley.' While I remained on the bridge with Lamberton, Brumby and Stickney, Gridley took his station in the conning tower and gave the order to the battery. The

very first gun to speak was an eight-inch from the forward turret of the *Olympia*, and this was the signal for all the other ships to join the action."

During the fight, which made it plain that the United States had become a real naval power, the Spaniards lost 11 ships sunk or burned and a number of tugs and smaller launches were captured. Out of 1800 men, 381 were killed or wounded, while not a single U. S. ship was damaged, nor a single man under Dewey seriously hurt. One American died of a heart attack.

*Olympia* remained in the Philippines until 20 May 1899 assisting in the blockade and capture of Manila. She arrived at Hong Kong on 28 May 1899 and on 6 Jun 1899 departed China for her return to the United States, via Suez and the Mediterranean. She arrived in Boston on 10 Oct 1899 and was placed out of commission in reserve 8 Nov 1899. She was again commissioned in January 1902, when she began a four-year hitch as flagship of the newly formed Caribbean division of North Atlantic Squadron. In that capacity she helped protect American lives and property at Smyrna, Turkey; Panama; Tangier, Morocco; and waters of the Dominican Republic. She was placed out



of commission in reserve on 2 Apr 1906, at Norfolk.

*Olympia* was recommissioned during the spring and summer months of 1907-1909 for the annual summer midshipmen cruises. She remained at Annapolis, in reserve, until 2 Mar 1912, when she sailed for Charleston, S. C., for service as barracks ship.

During WW I she performed escort and patrol duties. She spent some time in drydock after suffering serious damage when she ran aground on a shoal while on a war-time patrol.

After the war, as a special ambassadress of good will, she visited many ports in the Black Sea and the Mediterranean, landed a peace-keeping force in Dalmatia (now part of Yugoslavia) and assisted in the delivery of two former Austrian battleships to Italy.

By then the old girl was aging. She spent some time as flagship of the Atlantic Fleet Training Command, then was given a final mission worthy of her many years of faithful service. On 3 Oct 1921 she set out for Le Havre, France, where she received the Unknown Soldier of World War I. She returned the body to the United States for burial in Arlington National Cemetery.

In 1922 the ship was decommissioned for good at Philadelphia Navy Yard. Yard workmen did what they could to protect her from the elements.

When World War II came along, new ships were built and some of

the oldtimers were put back on active duty, but not *Olympia*. Rusting and forgotten, she sat out the war in the Navy Yard's Reserve Basin. She narrowly escaped scrapping—saved only by the intervention of Spanish-American War veterans and other patriotic groups.

After the war there was talk of making *Olympia* a permanent public memorial. The District of Columbia, San Francisco and Olympia, Washington, were claimed as suitable locations for her.

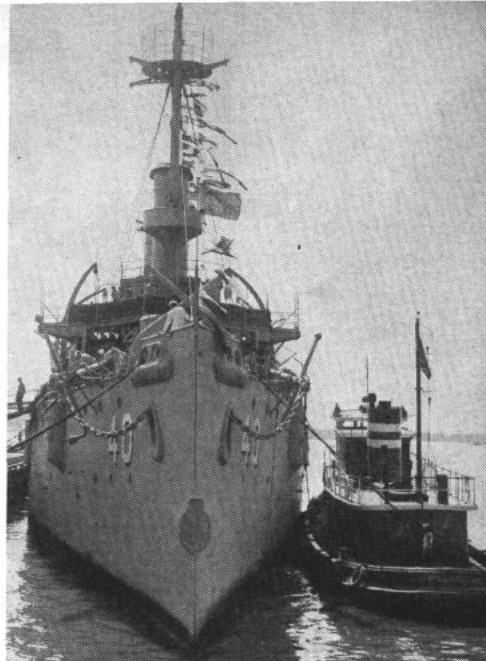
Finally, a group of Philadelphians founded the Cruiser *Olympia* Association. Fund-raising campaigns slowly inched toward the \$200,000 it would take to save the ship. But time was running out.

The Navy found the cost of maintaining the veteran warship prohibitive, since the effort diverted funds needed elsewhere. Something had to be done.

Then, a Philadelphia ship repair company (the Keystone Drydock and Ship Repair Company) offered to get *Olympia* in shape for public display and to underwrite repairs until the *Olympia* Association had collected funds to pay for them.

In September 1957 the old ship was released to the association and towed to the repair firm's yard for a face-lifting designed to bring back some of her youthful beauty. The task took about a year.

Although her hull remained sound, there was still a lot of work to be done. Restoring her interior was the biggest part of the job.



**SAVED**—After 35 years at pier-side tug moves USS *Olympia* away for restoration.

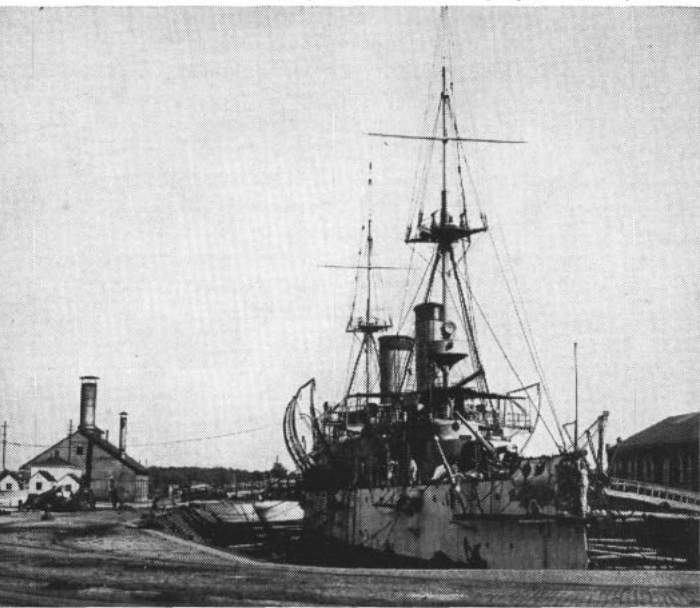
In addition, replicas of her eight-inch turrets were built, her masts and superstructure were restored and she was repainted in her original white and spar color scheme. Furniture and equipment were obtained from the Naval Shipyard or private individuals. The engineroom was also squared away.

*Olympia's* name has now been stricken from the Naval Register. But she is not forgotten by today's Navymen and fellow Americans. And she will continue to serve as a symbol for generations to come.

—M. D. Buoncuore, JO1, USN.

—J. A. Lynch, ENS, USN.

**TIME PASSES**—Old photo shows *Olympia* in drydock in 1902. Rt: She is towed to her present resting place.



**JANUARY 1959**



# THE BULLETIN BOARD

## Here Is the Latest on Your Status in Revised Seabee Ratings

**B**Y 1 FEB 1959 all Navymen on active duty in Rating Group VIII (Construction) holding general service, emergency service, or exclusive emergency service ratings will have had their ratings changed to one of seven general ratings or 17 service ratings of their group.

To conform with approved modifications to the enlisted rating structure, commanding officers have been authorized since October 1958 to make the rating switch. In August last year, revised qualifications for the new ratings were published, training bibliographies were made available, and COs revised unit in-service training.

Next month, men who participate in Navy-wide examinations for advancement in rating will take a test on their new general or service rating. That's when the in-service training that started last August should pay off.

Changes in rating that will be

accomplished by 1 Feb 1959 are:

### Construction Electrician's Mate

- E-6 or above in the CE, CEG, CEP or CEL ratings will change to the general rating of CE (Construction Electrician).

- E-4 and E-5 or strikers with CE or CEG rating designations will change to the service rating of CEW (Construction Electrician, Wiring), CEP (Construction Electrician, Power), CET (Construction Electrician, Telephone), or CES (Construction Electrician, Shop).

- E-4 and E-5 or strikers with CEP rating designations will change to the service rating of CEP (Construction Electrician, Power).

- E-4 and E-5 or strikers with CEL rating designations will change to the service rating of CET (Construction Electrician, Telephone).

### Driver

- E-6 or above in the CD rating will change to the general rating of EO (Equipment Operator).

- E-4 and E-5 or strikers with CD rating designations will change to the service rating of EON (Equipment Operator, Construction) or EOH (Equipment Operator, Hauling).

### Mechanic

- E-6 or above in the CM, CMG, or CMD ratings will change to the general rating of CM (Construction Mechanic).

- E-4 and E-5 or strikers with CM rating designations will change to the service rating of CMA (Construction Mechanic, Automotive), or CMH (Construction Mechanic, Heavy).

- E-4 and E-5 or strikers with CMG rating designations will change to the service rating of CMA, except when individual experience makes an assignment to CMH more appropriate.

- E-4 and E-5 or strikers with CMD rating designations will change to the service rating of CMH, except when individual experience makes an assignment to the CMA rating a more appropriate assignment.

### Builder

- E-6 or above in the BU, BUL, or BUH ratings will change to the general rating of BU (Builder).

- E-4 and E-5 or strikers with BU rating will change to the service rating of BUL (Builder, Light), BUH (Builder, Heavy), or BUR (Builder, Concrete).

- E-4 and E-5 or strikers with BUL rating designation will change to the service rating of BUL, or to BUR if more appropriate.

- E-4 and E-5 or strikers with BUH rating designation will change to the service rating of BUH, or to BUR if more appropriate.

### Steelworker

- E-6 or above in the SW, SWS, or SWR ratings will change to the general rating of SW (Steelworker).

- E-4 and E-5 or strikers with SW, SWS, or SWR rating designations will change to service rating of SWF (Steelworker, Fabricator) or SWE (Steelworker, Erector).

### Path of Advancement in Construction Group Ratings

Within certain ratings, construction men may specialize in as many as four categories. The path of advancement in the revised Construction (Group VIII) ratings is:

CONSTRUCTION ELECTRICIAN (CE)	CN CEW3 (Wiring)	CEW2 CE1 CEC CECS CECM
	CN CEP3 (Power)	CEP2 CE1 CEC CECS CECM
	CN CET3 (Telephone)	CET2 CE1 CEC CECS CECM
	CN CES3 (Shop)	CES2 CE1 CEC CECS CECM
EQUIPMENT OPERATOR (EO) (Former CD)	CN EON3 (Construction)	EON2 EO1 EOC EOCS EOCM
	CN EOH3 (Hauling)	EOH2 EO1 EOC EOCS EOCM
CONSTRUCTION MECHANIC (CM)	CN CMA3 (Automotive)	CMA2 CM1 CMC CMCS CMCM
	CN CMH3 (Heavy)	CMH2 CM1 CMC CMCS CMCM
BUILDER (BU)	CN BUL3 (Light)	BUL2 BU1 BUC BUCS BUCM
	CN BUH3 (Heavy)	BUH2 BU1 BUC BUCS BUCM
	CN BUR3 (Concrete)	BUR2 BU1 BUC BUCS BUCM
STEELWORKER (SW)	CN SWF3 (Fabricator)	SWF2 SW1 SWC SWCS SWCM
	CN SWE3 (Erector)	SWE2 SW1 SWC SWCS SWCM
UTILITIES MAN (UT)	CN UTP3 (Plumber)	UTP2 UT1 UTC UTCS UTCM
	CN UTB3 (Boilerman)	UTB2 UT1 UTC UTCS UTCM
	CN UTA3 (Air conditioning)	UTA2 UT1 UTC UTCS UTCM
	CN UTW3 (Water & sanitation)	UTW2 UT1 UTC UTCS UTCM
SURVEYOR (SV)	CN SV3	SV2 SV1 SVC SVCS SVCM

All service ratings (strikers, E-4 and E-5) in Group VIII are new except CEP, CET, BUL and BUH, which merely took on new names. The rating abbreviation CN (construction man) used throughout is pay grade E-3 and is equivalent to seaman or airman.



### Utilities Man

- E-6 or above in the UT ratings will change to the general rating of UT (Utilities Man).

- E-4 and E-5 or strikers with UT rating designations will change to the service rating of UTP (Utilities Man, Plumber), UTB (Utilities Man, Boilerman), UTA (Utilities Man, Air Conditioning), or UTW (Utilities Man, Water and Sanitation).

### Surveyor

- The Surveyor (SV) rating will be redesignated as a general rating in all pay grades, but no actual change in rating will be made.

There will be no change in rating badges worn by men in the Construction Group. The change is in the ratings themselves. As a result of the current modification, men will specialize in one phase of a general rating from the time they are strikers through E-5. Construction ratings in pay grades E-6 through E-9 are general. This means that a PO1 and above must be qualified in all the specialties of his rating.

NEC numbers will continue to identify a man with a special skill that may not be clearly defined by his specific rating.

### Application Procedure For Naval Intelligence Course

As of 1 January, *Fundamentals of Naval Intelligence* (NavPers 10728-1) will be administered by the Naval Correspondence Course Center instead of the Naval Intelligence School. The course will be evaluated at 24 promotion and retirement points.

Applications for the course after 1 January should be made on form NavPers 992 (Rev 10/54 or later), forwarded to the Naval Correspondence Course Center, Scotia 2, New York. Students who enrolled in the course before January will continue to send assignments to the Naval Intelligence School for grading.

The Naval Intelligence School will continue to administer Naval Intelligence, NavPers 10774, evaluated at 40 promotion and retirement points.

Applications for this course should be by letter addressed to: Director, U. S. Naval Intelligence School, U. S. Naval Receiving Station, Washington 25, D.C.

## WHAT'S IN A NAME

### Heroic Four-Stacker

Among the outstanding deeds of mercy and heroism which add lustre to the record of the United States Navy was the rescue of 482 of the crew and passengers of the French military transport *Vinh-Long*. This was accomplished by the commanding officer and crew of *USS Bainbridge* (DD 246) in the Sea of Marmora, Turkey, on 16 Dec 1922.

On that date, *Vinh-Long* was making passage from Bizerte to Constantinople (now Istanbul), carrying the families of French officers and a large quantity of ammunition which was intended for French battleships. In the stern of the transport a fire of undetermined origin had broken out, which was making considerable headway. *Bainbridge's* OOD spotted *Vinh-Long* and seeing the smoke, the captain, LCDR W. A. Edwards, USN, steamed his ship at full speed to pull alongside the burning ship.

Twice, *Bainbridge* was blown from the side of the burning transport by the force of explosions on board. Under fire from a barrage of exploding ammunition and debris, the officers and crew of *Bainbridge* clung to their task of rescuing the panic-stricken passengers of the burning ship.

After *Bainbridge* had been blown a ship's length from *Vinh-Long*, there was one last desperate solution to the problem of remaining alongside. Edwards ordered full speed ahead on his ship, rammed the transport, and wedged the destroyer's knifelike bow into the side of the doomed vessel.

From this vantage, securely locked in the gaping hole of *Vinh-Long* which he had made, the captain of *Bainbridge* directed the work of rescue. In the gathering dawn,



aided by the illumination from the burning ship, the small boats of the American destroyer scoured the surrounding water and picked up scores of men, women and children who had leaped over the side. Meanwhile, the remaining passengers, crew and officers still on board were led to safety. Of a total of 495 on board, 482 were rescued by *Bainbridge*.

LCDR Edwards was presented the Medal of Honor for heroism in the rescue mission by President Coolidge at the White House on 2 Feb 1924.

*Bainbridge* went on to escort convoys in the Atlantic throughout World War II. She was awarded a battle star for her European - African - Middle Eastern Campaign Medal.

On 21 Jul 1945, the 25-year-old 1190-ton four-stacker was decommissioned in the Philadelphia Navy Yard.

### Announcement of Latest Changes In Rating Structure

Four more emergency service ratings have been disestablished, and two general service ratings have been made "general ratings" to streamline the Navy's rating structure.

The emergency service ratings going out are: *Torpedoman's Mate T* (Steam/Mechanical Torpedoes), *Torpedoman's Mate E* (Special/Electric Drive Torpedoes), *Engine-man D* (Diesel Engineman) and *Engineman G* (Gasoline Engineman). They have been disestablished at all pay grades.

Under the other change, which is mainly an administrative one, *Torpedoman's Mate* (TM) and *Engineman* (EN) are now general (instead of general service) ratings.

### Even Your Enlistment Contract Goes Modern

Enlistment contracts have been modernized. Since 1 Dec 1958 all ships and stations in the Navy have been using a new enlistment contract, NavPers 601-1 (Rev. 2-58).

This new form is completely revamped, and provides more information for use in our modern PAMI data processing machines, and makes the typing job easier for personnel men, yeomen and recruiting personnel.

Forms and Publications Supply Distribution points now have a supply of the new enlistment contract. More information about the new form, together with instructions for filling it out is in BuPers Notice 1085 of 30 Oct 1958.

## It's Time to Take Care of Unfinished Business Like 'Item 17'

AT ONE TIME OR ANOTHER, every member of the Navy has filed a Record of Emergency Data (DD Form 93-1). And most have made an entry in "item 17" designating a beneficiary or beneficiaries for unpaid pay and allowances. But have you ever wondered just what this term "unpaid pay and allowances" means?

If you shrug your shoulders and say that it comes to only a few days' pay that has built up on the books since last payday, you could be wrong—especially if you haven't given due consideration to the beneficiary designated in item 17.

These unpaid pay and allowances don't stop with the pay record items of basic pay, BAQ, BAS,

S&FD, incentive pay, special pay, etc., which you have not yet received. They go beyond that. They include per diem, travel, transportation of dependents, transportation of household goods claims, checks not negotiated by you before your death, and savings deposits and any interest which these deposits have earned.

As you can see, if, at the time of a serviceman's death, he's entitled to any or all of these items, it comes to more than just a few days' pay.

For quite some time the Navy Finance Center has included savings deposits in the settlement of arrears of pay due at death. BuPers Inst. 1760.15A, paragraph 4a, and the *Manual for Casualty Assistance*

*Calls Program* (NavPers 15879A Rev. August 1957), Chapter V, Section 3, page V-1, clearly indicate that savings deposits are included in unpaid pay and allowances.

Why should this fact about savings deposits be pointed out? It could mean quite a bit to your dependents. Take the case which involved an Air Force master sergeant. He had executed a DD Form 93 designating his brother as the sole beneficiary to receive his unpaid pay and allowances.

Two months later he wrote a will which bequeathed to his sister, in trust for his minor daughter, "all funds held in Soldiers' Deposits, all bank deposits, negotiable papers, and cash of which I am possessed."

Upon his death, and before final settlement of his unpaid pay and allowances, the Accounting and Finance Center of the Air Force submitted the matter to the Comptroller General of the United States. In this decision, the Comptroller General ruled that savings deposits and interest are included in the amount of "unpaid pay and allowances."

This came to a tidy sum. Payment of the arrears of pay, which included his savings deposit of \$11,500 (and interest of \$986.12) was paid to the sergeant's brother. The young daughter was out of luck.

Maybe you don't have this much in Navy savings. But the yarn does bring out one major point. The armed forces have no alternative but to pay whatever Navy savings deposits you have to the beneficiary or beneficiaries designated by you in item 17 on your DD Form 93-1. This is in accordance with Public Law 147, 84th Congress, approved 12 Jul 1955.

You might also take note that there is a difference in the method of determination of entitlement to arrears of pay (unpaid pay and allowances) and death gratuity.

Public Law 147, 84th Congress, approved 12 Jul 1955 (69 Stat 295) specifies the order of precedence in which arrears of pay will be paid:

- To the beneficiary or beneficiaries named to receive any such amount in a written designation

## HOW DID IT START

### Hammocks

Long before the days of habitability, of individual reading lamps, and foam rubber mattresses, a man enlisting in the Navy was issued a hammock. It was up to the man to keep it clean and haul it around with him on every transfer. He slung it every night and took it down every morning.

In the "Old Navy" there was only one way to lash and stow a hammock properly. Here is how it was done:

One part of the gear was a hammock lashing. This was a piece of 12-thread manila rope, one end of which was eyespliced and the other end whipped. Blankets were laid in neat folds in the center of the mattress and the edges of the hammock drawn together, making sure that the skin of the hammock was smooth.

The loop of the lashing was hauled taut around the head of the hammock with no bedding showing. This loop was counted as the first turn, then six others were taken with marline hitches at equal distances apart. After the seventh, or foot turn, similarly taken around the end of the hammock (without bedding showing), a round turn was taken about the foot. The end of the lashing was neatly tucked along the belly of the hammock. All turns had to be taut and the hammock stiff with a smooth skin.

One end was unhooked. Then, with the hammock held under his arm—and off the deck—clews were well twisted and tucked neatly under the lashing along the belly, while the end of the hammock was hauled taut and beaten well down. The other end was handled in the same manner. If it was improperly lashed, it had to be done again.

If it was done correctly, it was stowed in the netting.

In stowing hammocks, each division had a netting. There was a man who had the title of "hammock stower" who was in the netting at reveille to arrange the hammocks in order by the men turning them in.

Men with hammocks properly lashed went to their nettings and passed the hammocks to the stower who stowed them with their numbers up and out.

After late sleepers had turned in their hammocks, hammock cloths were stopped down for the day. And the only way anyone could get into them was by permission from the Officer of the Deck.

Ten minutes was considered ample time from reveille (or late sleepers) until all hammocks were stowed and hammock cloths hauled down. If you went past this allotted time, you were put on the report.



executed by the member.

- If there be no such designated beneficiary, to the widow or widower of the member.

- If there be no beneficiary or surviving spouse, to the child or children of such member.

There are no restrictions as to whom you may designate as beneficiary or beneficiaries to receive unpaid pay and allowances. But once your designation has been made it is binding until superseded by a later designation.

From this, you can see that you may unwittingly designate an individual (relative or non-relative) in item 17 on DD Form 93-1, and stop your wife from receiving payment of unpaid pay and allowances due at your death. This, however, differs from payment of death gratuity.

Title III of Public Law 881, 84th Congress, approved 1 Aug 1956 (70 Stat 868) specifically provides that the death gratuity (six months' basic pay plus special and incentive pay) will be paid in the following order of precedence:

- Spouse.
- Children in equal shares.
- Your parents or brothers or sisters—WHEN DESIGNATED BY YOU—your parents in equal shares, and lastly your brothers and sisters in equal shares.

In the case of death gratuity, payment to your spouse is provided for regardless of whether or not you make a designation in item 16 of DD Form 93-1. The surviving spouse cannot be precluded from receiving the death gratuity payment. Payment can be made to the beneficiary or beneficiaries (limited to parents or brothers or sisters) designated in item 16, *only* when there is no surviving spouse or children.

In brief, you should be aware of the fact that:

- Unpaid pay and allowances due at death include savings deposits.

- Payment of unpaid pay and allowances (arrears of pay) due at death is payable to the person designated in item 17 of DD Form 93-1 *regardless of who that person is*, and is NOT automatically paid to your spouse or children. Payment to spouse or children is made only when you fail to designate a bene-

fiary or beneficiaries in item 17.

- Payment of the six months' death gratuity is automatically paid to your spouse or children, and is paid to persons designated in item

16 *only* in the event there is no surviving spouse or children.

Remember those old adages: "No time like the present," and "Don't put off until tomorrow. . . ."

## Guam Crowns New Champs as Navy 'Spinner Winner'

Hula hoops may have swept the mainland, but on the Island of Guam there's another fad that's becoming the "number one" pastime for Navymen.

Here's a report on this new form of recreation which appeared in the "Crossroad," the station newspaper published by COMNAV-MARIANAS for naval and Civil Service personnel on Guam:

Often in the cool calm of a damp Guam evening, the lights in Quonset Three atop Nimitz Hill are bright. And, if you turn a keen ear, you might hear a few "ooooohs" and ahaaaas," plus the muffled whirl of a spinning thumb tack.

A hush falls over the room as each contestant waits anxiously, watches the clocktimer and then steps into the 'arena' to give his tack a chance at championship honors—a spin that must last over 57 seconds.

Tack spinning is becoming so popular that it is threatening to replace other traditional island sports, say some tack spinning officials. The sport is simple, inexpensive and highly recommended for the development of strong finger muscles.

Entering competition is relatively simple, the only requirement being the possession of a common, household thumb tack. Using forefinger and thumb (or any other convenient grip), the tack is then "put into spin" on some type of slick surface, preferably metal or glass.

Finding a "winning spinner" who might some day qualify for championship honors often requires long, tedious hours of selective searching for not "just any old tack" is a good spinner.

One tack enthusiast, Navy photographer T. F. "Spinner" Powers, claims to have spent close to a dollar, and some two-and-one-half hours of unproductive search-

ing, before he finally found a tack that spun him to within two seconds of championship honors.

The current champion is LT R. P. Davidson, USN, who was officially timed at 57 seconds. Second place honors go to Dr. H. E. Allen, IGY physicist. Both of these champs have broken the Nimitz Hill record of 52 seconds that was held by Mike "Whirl" Ward, PH3, USN.

Of course, there are rules that every tack spinner must follow. Briefly, they are:

- All tacks must remain on the selected spinning surface throughout the spin.

- At least two contest officials must be present at the time of a qualifying spin for the championship.

- Each record-setting tack will be placed on public display at a designated place with its spinning time and owner's name stated nearby.

- A tack must be spun on its point.

- Time for each spin must be kept by an official timer (only electric timers or stop watches will be used).

- Entrants must qualify before entering. (Qualifying time is at least 40 seconds.)

"Wanna Whirl!!!!?" . . .

—J. A. Williams, JO1, USN.





## Over One Thousand Navymen Wear New Stars as Master and Senior Chiefs

More than 1000 Navymen—the first to be selected for the new E-8 and E-9 pay grades—are now wearing stars of master and senior chiefs.

Altogether, 1073 CPOs were chosen—149 for master chief (E-9) and 924 for senior chief (E-8). Aviation Machinist's Mates, with eight of them picked for E-9 and 61 for E-8, led all the rates selected.

Five Waves were chosen—two for senior chief yeoman and one each for senior chief storekeeper, personnel man and aerographer.

The master chief's rating badge, in case you haven't seen one yet, has two stars above the regular CPO insignia. Senior chiefs wear one star above the regular CPO crow (see ALL HANDS centerspread, October 1958).

When the new rates are spelled out they will be the same as the regular E-7 titles, except for the word "master" or "senior" preceding



"But sir! . . . these are hand-painted."

the word "chief." When used in abbreviated form the letter M for master or S for senior will follow the usual CPO abbreviation. For example, a Boatswain's Mate at the E-9 level would be a Master Chief Boatswain's Mate (BMCM). At the E-8 level he would be a Senior Chief Boatswain's Mate (BMCS). So, put a C and an S or M after the letters in parentheses below and you have the right abbreviation.

Here are the first selections.

Rating	Number Selected	
	E-8	E-9
Aerographer's Mate (AG)	6	1
Air Controlman (AC)	9	1
Aviation Boatswain's Mate (AB)	9	1
Aviation Electrician's Mate (AE)	21	3
Aviation Electronics Technician (AT)	39	5
Aviation Fire Control Technician (AQ)	5	1
Aviation Guided Missileman (GF)	2	1
Aviation Machinist's Mate (AD)	61	8
Aviation Ordnanceman (AO)	15	2
Aviation Storekeeper (AK)	8	1
Aviation Structural Mechanic (AM)	34	5
Boatswain's Mate (BM)	40	7
Boilermaker (BR)	3	0
Boilerman (BT)	28	4
Builder (BU)	5	1
Commissaryman (CS)	32	4
Communications Technician (CT)	15	2
Construction Electrician (CE)	3	1
Construction Mechanic (CM)	3	1
Damage Controlman (DC)	10	1
Dental Technician (DT)	6	1
Disbursing Clerk (DK)	6	1
Draftsman (DM)	2	1
Electrician's Mate (EM)	38	6
Electronics Technician (ET)	30	4
Engineman (EN)	37	5
Equipment Operator (EO)	5	1
Fire Control Technician (FT)	16	2

Rating	Number Selected	
	E-8	E-9
Guided Missileman (GS)	2	1
Gunner's Mate (GM)	26	4
Hospital Corpsman (HM)	42	6
Instrumentman (IM)	0	1
Interior Communications Electrician (IC)	13	2
Journalist (JO)	2	1
Lithographer (LI)	1	1
Machine Accountant (MA)	3	1
Machinery Repairman (MR)	7	1
Machinist's Mate (MM)	47	7
Mineman (MN)	2	1
Molder (ML)	1	1
Musician (MU)	4	1
Nuclear Weapons Man (NW)	3	1
Opticalman (OM)	1	1
Parachute Rigger (PR)	4	1
Patternmaker (PM)	1	1
Personnel Man (PN)	15	2
Photographer's Mate (PH)	7	1
Photographic Intelligence-man (PT)	1	1
Quartermaster (QM)	14	2
Radarman (RD)	23	4
Radioman (RM)	47	8
Shipfitter (SF)	22	3
Ship's Serviceman (SH)	14	3
Signalman (SM)	13	2
Sonarman (SO)	13	2
Steel Worker (SW)	1	1
Steward (SD)	16	2
Storekeeper (SK)	27	4
Surveyor (SV)	1	1
Torpedoman's Mate (TM)	12	2
Tradevman (TD)	5	1
Utilities Man (UT)	2	1
Yeoman (YN)	42	6

## Latest List of Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm, feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in November.

*The Fly* (1195) (C) (WS): Drama; Al Hedison, Patricia Owens.

*China Doll* (1196): Drama; Victor Mature, Lili Hua.

*Tarzan's Fight for Life* (1197) (C): Melodrama; Gordon Scott, Eva Brent.

*Kings Go Forth* (1198): Drama; Frank Sinatra, Tony Curtis.

*A Certain Smile* (1199) (C) (WS): Drama; Rossano Brazzi, Joan Fontaine.

*She Played With Fire* (1200): Melodrama; Jack Hawkins, A. Dahl.

*The Snorkel* (1201): Melodrama; Peter Van Eyck, Betta St. John.

*Stagestruck* (1202) (C): Drama; Henry Fonda, Susan Strasberg.

*Fiend Who Walked the West* (1203) (WS): Western; Hugh O'Brien, Robert Evans.

*Rockabye Baby* (1204) (C): Comedy; Jerry Lewis.

*Hell Canyon Outlaws* (1205): Western; Dale Robertson.

*The Decks Ran Red* (1206): Drama; James Mason, Dorothy Dandridge.

*The Hunters* (1207) (C) (WS): Melodrama; Robert Mitchum, Robert Wagner.

*The Fear Maker* (1208): Drama; Dana Andrews, Dick Foran.

*Andy Hardy Comes Home* (1209): Comedy-Drama; Mickey Rooney, Pat Breslin.

*Twilight For the Gods* (1210) (C): Drama; Rock Hudson, Cyd Charisse.

Also available, but not previously announced, are:

*Hell's Five Hours* (1176): Melodrama; Stephen McNally, Colleen Gray.

*Spy in the Sky* (1177): Drama; Steve Brodie, Sandra Francis.

*Walk into Hell* (1178) (C): Drama; Francoise Christophe.

# Answers to Your Questions on Navy's Proficiency Pay Program

**M**ANY POCKETS are already jingling as a result of the newly inaugurated proficiency pay program. Approximately 1400 chief petty officers began receiving an increase in November, while 1400 more will get the \$30 additional monthly increase this month.

In addition to these 2800 chiefs, about 16,775 first, second and third class petty officers will get the additional \$30 proficiency pay boost before 1 July.

(See page 42 in the December '58 issue of ALL HANDS for a breakdown of the number of personnel in each pay grade that will receive pro-pay during Fiscal '59.)

Although a number of petty officers are already receiving this proficiency pay, many Navymen are still puzzled or in the dark about this new system. Every day you hear such questions as:

- "What is pro-pay?"
- "Who is entitled to it?"
- "Now that I'm getting proficiency pay, will I lose it if I'm promoted or transferred?"
- "Do I have to requalify for this additional pay each year?"
- "Does pro-pay count toward retirement or retainer pay?"

To answer these and any other questions that may arise, here's a detailed rundown on the Navy's Enlisted Proficiency Pay Program:

The Career Compensation Act of 1949, as amended by Public Law 85-422 (commonly called "the new pay bill"), authorized the armed forces to award certain enlisted personnel with proficiency pay. This new pay bill provided two methods for the payment of proficiency pay.

The first plan, known as **The Proficiency Pay Method**, authorized the advancement of career personnel with critically needed skills and leadership qualifications to any higher enlisted pay grade—without an actual advancement in military rank—but with the pay, allowances and special or incentive pay of the higher grade, based upon his years of service for pay purposes.

Under this plan, a third class petty officer for example, could draw the pay and allowances of a second or first class petty officer, or even that of a CPO.

The second alternative, **The Pro-**

## These Ratings Will Get Big Percentage of Pro Pay

Here's the list of the critical ratings (announced in BuPers Inst. 1430.12) which will receive at least 85 per cent of all proficiency payments awarded in FY '59:

AC	DM	IC	PT
AE	EM	JO	QM
AG	EN	MM	RD
AM	ET	MR	RM
AQ	FT	NW	SM
AT	GF	OM	SO
CT	GS	PH	SV
TD			

All ratings not listed are classified as "outstanding effectiveness ratings" and will receive the remaining 15 per cent of the authorized proficiency awards.

This list of critical ratings is subject to change in accordance with guidelines established by the Secretary of Defense.

**Proficiency Rating Method**, authorized designated, deserving personnel to be paid proficiency pay in accordance with one of three established proficiency ratings. These ratings established a maximum monthly payment of \$50 for the P1 proficiency rating; \$100 for P2, and \$150 for P3.

Thus, under the second method of awarding proficiency pay, a third class petty officer, or any petty officer for that matter, could draw in addition to his regular basic pay and allowances, a maximum of \$50, \$100 or \$150 per month, depending upon the proficiency rating (P1, P2 or P3) he was assigned.

Although these two methods of awarding proficiency pay were authorized by the new pay bill, the law stated that proficiency pay shall be administered under regulations prescribed by Secretary of Defense.

After a thorough study of the recommendations submitted by each of the armed forces, the Secretary of Defense decided that:

1. The **Proficiency Rating Method** of awarding proficiency pay (the second alternative described above) would be used.
2. Only the P1 proficiency rating,

limited to \$30 instead of the authorized \$50 maximum, would be granted during fiscal '59.

3. At least 85 per cent of all proficiency payments awarded in FY 59 must go to personnel in critical military skills.

In carrying out the decisions of the Secretary of Defense, VADM H. P. Smith, usn, Chief of Naval Personnel, established the following policy which governs the awarding of proficiency pay within the Navy:

- Proficiency pay will be allocated among Navy enlisted members, including TARs, in all ratings on active duty in accordance with the actual status of the rating as to training investment (length of formal training and percentage of personnel requiring such training); shortage (difference between requirements and on-board); and first term reenlistment rate.

- Members to receive proficiency pay will be designated from a combination of their performance factors and the results of service-wide competitive examinations administered annually in November. These examinations will be based on professional qualifications and will be separate from military advancement examinations.

- Members receiving proficiency pay shall be assigned and utilized in the skill on which proficiency pay is based.

- Members drawing proficiency pay must requalify annually.

**Eligibility:**—To be eligible to

F. Mercado, SKSN, USN



"'Boats' seems to be in an ugly mood today."

compete for proficiency pay or annual requalification you must be serving in a billet requiring the technical skill of your particular rating. Personnel in training for and serving in special programs such as the nuclear power program and those attending schools for the spe-

cific purpose of advancing their state of training in their own rating are considered to be serving in such a billet.

In addition to serving in a billet requiring the technical skill of a particular rating, you must also:

- Be serving in pay grades E-4

through E-9. (Pay grades E-8 and E-9 will not be eligible for proficiency pay in FY '59.)

- Have a minimum of six months' continuous active service immediately before the terminal eligibility date established for each proficiency examination.

- Be recommended by your commanding officer.

- Pass the service-wide proficiency examination with a sufficiently high score to come within prescribed allocations for each rate.

Completion of Navy Training Course, practical factors and performance tests for higher military rate is not mandatory for FY '59, but is recommended. Since military advancements are paramount, commanding officers will consider these factors when recommending candidates for proficiency pay.

To be eligible to compete for proficiency pay in FY '60 (1 Jul 1959—30 Jun 1960) and thereafter, you will be required to complete the Navy Training Courses, practical factors and performance tests for the next higher military rate.

Only outstanding personnel will be recommended for proficiency examinations. During the remainder of FY '59, an average of about 10 per cent of the total petty officers in the critical ratings and two per cent of those in the outstanding effectiveness ratings (see accompanying box) will receive proficiency pay.

COs have been advised to recommend no more than 50 per cent of the personnel assigned in each critical rate and no more than 10 per cent of those assigned in each outstanding effectiveness rate.

These percentages may be exceeded, however, when the command has been assigned a specific task which has required the assignment of personnel who have been specifically chosen for their particular proficiency or special training, and when the applied percentage above would result in less than one nominee.

If this is the case, one candidate may be recommended.

The names of those individuals who have successfully passed their proficiency pay exams and will be awarded proficiency pay will be announced by the Examining Center in the same manner as E-4 through

## WAY BACK WHEN

### Navy on Lake Erie

"We Have Met the Enemy and They Are Ours."

Nowadays, most of us think of the Navy as a globe-trotting, salt-water outfit, but in the past, some of the Navy's most famous combat actions have taken place on fresh water right in America's own back yard.

One of these battles was fought on Lake Erie during the War of 1812, when the movement of British forces in the Great Lakes area posed a real threat to the settlements on what was then America's frontier.

The story of the battle began in March 1813, when 27-year-old Lieutenant Oliver Hazard Perry arrived at Presque Isle (now Erie), Pa., to become commodore of a fleet then being built to wrest control of the lake from the enemy. Wood for the ships came from forests nearby. Anchors, guns and other gear that couldn't be made locally had to be brought in overland, as did most of the sailors who were to man the ships and many of the workers who helped build them.

Through the spring and summer of 1813 the Americans struggled to put together their fleets—three brigs, five schooners and a sloop. At the same time, the British commander on the lake, Robert H. Barclay, who had served under Nelson at Trafalgar, was assembling his force of six ships.

In a broadside, the guns of the American ships could fire twice as much weight as the British guns could. However, the British had a considerable advantage in range.

The Americans had their ships ready first, and on 6 Aug 1813 Perry sailed for the western part of the lake. He established himself at Put-in-Bay in the Bass Islands, where he was in position to flank the enemy's communications and to keep an eye on any movements the British fleet might make out of its base at Malden, on the Canadian side. Thus, the enemy faced a situation where he had to defeat Perry or lose control of the lake.

The battle came on 10 Sep 1813, when the British came out of Malden and the Americans fought to meet them. (Perry's flagship, USS *Lawrence*, was flying the famous "Don't Give Up the Ship" flag which is now displayed at the U. S. Naval Academy.)

In the early part of the fight, *Lawrence* bore the brunt of the battle. She slugged it out with the enemy's three most powerful ships, *Detroit*, *Queen Charlotte* and *Hunter*, until according to Perry:

"Every brace and bowline being shot away, she became unmanageable, notwithstanding the great exertions of the sailing master. In this situation she sustained the action upwards of two hours within canister distance, until every gun was rendered useless, and the greater part of her crew either killed or wounded."

Because *Lawrence* was practically done for, Perry boarded a small boat and made his way under fire to USS *Niagara*, so that he could transfer his flag and continue the fight. He sailed back into the thick of things. The small craft on both sides joined in and, finally, after a battle which had lasted three hours and 15 minutes from start to finish, the British were forced to surrender.

As a result, Perry was able to report to General William Henry Harrison, the top military commander in that theater of operations: "We have met the enemy and they are ours—two ships, two brigs, one schooner and one sloop."

Soon after his victory, Perry began transporting Harrison's army across the lake to intercept British ground forces which now had to abandon northwestern Ohio, *Detroit* and *Malden*. At the Battle of the Thames, on 5 Oct 1813, Perry contributed to another American victory by personally leading a cavalry charge.





E-6 advancements are authorized.

Now that you know the eligibility requirements concerning proficiency pay, you should also know how you can lose it. COs may revoke your proficiency pay under the following circumstances:

- If a man fails to requalify on his next proficiency examination. In such case, pay will be stopped one year from the date that it was awarded.

- If, in the opinion of the CO, the man receiving pro pay fails to maintain the required degree of proficiency.

- If a man changes his rating, unless he's found to be eligible for proficiency pay in the new rating. Requests will be submitted to the Chief of Naval Personnel for individual determination in such cases.

- If the recipient fails to reenlist on board within 24 hours following discharge or does not extend his enlistment. Proficiency pay will be revoked one day before the expiration of his active duty obligated service, or on the date of his transfer for separation, whichever is earlier.

- If he is reduced in rate. However, proficiency pay may not in itself be revoked as a punitive measure.

- If a man receiving pro pay is reassigned to any duty not requiring the skill on which the pay is based, including permanent assignment to a course of instruction outside the skill. This provision, however, does not apply if he is:

Transferred to a course of instruction where such training is for conversion to one of the critical ratings.

Transferred for training for, or serving in, a special military program, such as the nuclear power program.

Given additional duty assignments not materially interfering with performance of his principal duties.

Assigned to temporary or special duty not exceeding 90 days.

Assigned temporary duty or temporary additional duty while attending courses of instruction.

In a transient status.

On authorized leave.

Hospitalized for disease or injury not resulting from misconduct. Even if hospitalized, he may continue to draw proficiency pay for

the remainder of the eligibility period but, in any event, for no longer than 12 months.

If you are advanced in military grade, you will still be entitled to receive proficiency pay, but you will be subject to normal requalification and revocation as outlined above. If, for example, you were an ET3 drawing proficiency pay as an ET3-Pl effective 1 Jan 1959, and you take the exam for ET2 in February and are advanced on 16 May 1959, you will draw proficiency pay as an ET2-Pl. This proficiency pay will, however, be stopped on 31 Dec 1959 unless you requalify for ET2-Pl pay in the November '59 exams.

If you are drawing proficiency pay and you reenlist on board your permanent duty station, your reenlistment will be effected in the military rate held at the time of discharge. You will, however, continue to receive the same rate of proficiency pay you were entitled to when discharged for reenlistment. Your reenlistment bonus or payment for unused leave will be figured on your basic military and WILL NOT include your proficiency pay.

Former Navymen who were in a proficiency pay status at the time of discharge or separation and who subsequently reenlist, irrespective of continuous service, must requalify for proficiency pay again before they are entitled to start receiving it again.

Retired personnel and members of the Fleet Reserve are eligible for proficiency payments while serving on extended active duty and are eligible in accordance with the requirements outlined above.

If a person is drawing proficiency pay at the time he becomes eligible for transfer to the Fleet Reserve, his proficiency pay will be stopped one day before the expiration of his active duty obligation or upon the date of his transfer for separation. Proficiency pay has no effect whatsoever in computing retired or retainer pay. Only basic pay is used when figuring retainer/retired pay.

The Navy's plans for implementing P2 and P3 proficiency ratings will be announced at a later date and will be covered in a future issue of ALL HANDS.

The subject of implementation of proficiency pay and related matters are covered in BuPers Inst. 1430.12.

## HERE'S YOUR NAVY

At the El Centro, Calif. Naval Air Auxiliary Station, the problem was the desert sun and how it heated the metal skins of planes. This made the job of working on aircraft almost impossible during daytime in the summer months. The answer proved to be a portable nose hangar.

The task of designing and supervising the construction fell to CWO R. L. Moore, Maintenance Officer in the Operations Office. Most of the actual construction work was done by



C. Watson, PRM3, J. L. Turner, PRM3, G. J. Roof, AM3, F. J. Rogers, AM1 and W. W. Kelly, AD2.

The hangar they came up with is composed mainly of salvage materials and the only part actually purchased was the canvas. The frame that houses the aircraft was made of two banner bars. The base frame was made from three "L" frame engine stands. The wheels were obtained from Alameda.

The nose hangar, which collapses into three relatively small packages, is easily taken apart and put back together. This makes it an ideal piece of equipment for use at advanced bases.

It can be used to accommodate the F8U and F3H, the largest carrier-



based jet fighters. Although it hasn't been tried on A3D- or A4D-type aircraft as yet, it is anticipated that the hangar is big enough to take care of these, too.

Work on the hangar started in July and ended in October. It took three months for the canvas covering to arrive, but only about four weeks to complete the framework and but one-and-a-half weeks to sew the canvas into the desired shape.

There have been many suggestions that may be incorporated into the hangar nose in the near future.

## Are You in One of the Crowded Ratings? This Info Is For You

IF YOU'RE IN ONE OF SEVEN ratings considered in excess of requirements and figure that you're just withering away on the vine, don't give up hope. Special consideration is being granted so you can change to any of the 16 ratings where shortages exist.

There are two ways you can do this; by going to school or by taking "in-service" training. The ratings authorized to make the change are: BM, GM, MN, CS, AD, AO and SD.

To help you prepare for a change in rating, school training (normally at the Class "A" level) will be provided. To be eligible you must:

- Be a volunteer for one of the ratings where shortages exist.
- Be in one of the excess ratings.
- Fulfill the necessary obligated service requirements.
- Meet the required test score requirements.
- Be recommended by your commanding officer.
- Meet the security clearance requirements for the school concerned.

If you are an E-4 or E-5 and ordered to school under BuPers Inst. 1440.18B, you should have it made. Your rating will be changed in equal pay grade upon successful completion of the course of instruction.

Those in pay grade E-6 and E-7 will not have their ratings changed after completing the course. They will be required to take further in-service training but will be identified by a new primary NEC. As an example, a GM1 in in-service training



"Who's there?"

ing for change to RD1 would be assigned an NEC Code (RD-0300).

In-service training calls for these eligibility requirements. You must be:

- A volunteer for one of the ratings where shortages exist.
- In one of the excess ratings.
- Recommended by your commanding officer.

Like the GM1 changing to RD1, your primary NEC Code will be changed to the one for which you are being trained. When your commanding officer considers you to be qualified, he will request an examination for you. This also stands true for those in pay grades E-6 and E-7 whether or not they go to school.

Although the SD rating is considered in excess, the TN, TA and TR rates remain in short supply. Changes from TN, TA and TR rates are not desirable and may not be approved.

Here is a run-down on the ratings and the number considered in excess who may be changed in rating during fiscal years 1959 and 1960:

RATING	E-4	E-5	E-6	E-7	TOTAL
BM	0	200	500	0	700
GM	50	50	100	0	200
MN	0	0	25	0	25
CS	0	200	100	0	300
AD	0	0	500	100	600
AO	0	0	100	100	200
SD	500	500	500	300	1800

These are the ratings in which shortages exist which may be filled by conversion from ratings in excess during the fiscal years 1959 and 1960:

RATING	E-4	E-5	E-6	E-7	TOTAL
QM	200	200	0	0	400
SM	300	300	100	100	800
RD	100	200	50	50	400
SO	100	100	50	50	300
TM	100	0	0	0	100
ET	300	200	0	0	500
RM	1000	1000	300	200	2500
CTM	0	120	100	0	220
CTR	200	200	300	0	700
IC	100	50	150	50	350
AT	600	600	200	0	1400

RATING	E-4	E-5	E-6	E-7	TOTAL
AQ	0	50	0	0	50
OM	25	0	0	0	25
NW	100	50	0	0	150
UT	50	25	0	0	75
TD	75	0	0	0	75

If you're in the excess group and want to change your rating to one of those in which shortages exist, this listing of schools available for conversion training should help.

Rate	Eligible personnel	Schools	Approximate school length	Obligated service	Requirements (Security clearance for some individual schools are required.)
AQ	Pay grade E-5. All source ratings	AN class "P" AQ class "A"	24-28 weeks	36 months	GCT + ARI + ETST = 170 or GCT + ARI = 115 and MECH = 55. Normal color perception.
AT	Pay grades E-4, E-5, and E-6. All source ratings	AN class "P" AT class "A"	24-28 weeks	36 months	GCT + ARI + ETST = 170 or GCT + ARI = 115 and MECH = 55. Normal color perception. Clear speaking voice.
CTM	Pay grades E-5 and E-6. All source ratings	CTM class "A" (Maintenance-Electronics)	24 weeks	36 months	GCT + ARI + ETST = 170 or GCT + ARI = 115 and MECH = 55. Normal color perception. Clear speaking voice.
CTR	Pay grades E-4, E-5, and E-6. All source ratings	CTR class "A" (Radio)	24 weeks	36 months	GCT + ARI = 100. Normal color perception and hearing. Radio = 60 or demonstrated code ability.

Rate	Eligible personnel	Schools	Approximate school length	Obligated service	Requirements (Security clearance for individual school also required.)
ET	Pay grades E-4 and E-5. All source ratings	ET conversion course	24-40 weeks	36 months	$GCT + ARI + ETST = 170$ or $GCT + ARI = 115$ and $MECH = 55$ . Normal color perception. Clear speaking voice.
IC	All source ratings	IC class "A" IC class "C" (Gyro)	26 weeks	36 months	$ARI + MECH = 105$ or $ARI + MECH = 100$ & $ETST = 55$ . Normal color perception.
NW	Pay grades E-4 and E-5. All source ratings	NW class "A"	16-22 weeks	36 months	$ARI + MECH = 105$ . Normal color perception.
OM	Pay grade E-4. All source ratings	OM class "A"	20 weeks	24 months	$GCT + MECH = 110$ . Normal color perception. Minimum visual acuity 20/100, correctible to 20/20.
QM		No school established			
RD	All source ratings	RD class "A"	20-24 weeks	36 months	$GCT + ARI = 105$ . Normal color perception. Normal near vision.
RM	All source ratings	RM class "A"	24 weeks	36 months	$GCT + ARI = 100$ . Radio = 60 or demonstrated code ability. Normal color perception and hearing.
SM		No school established			
SO	All source ratings	SO class "A"	24 weeks	36 months	$GCT + ARI = 110$ & $Sonar = 55$ or $GCT + ARI = 105$ & $Sonar = 55$ and $ETST = 55$ . Normal hearing and color perception. Normal near vision. Clear speaking voice.
TD	Pay grade E-4. All source ratings	AN class "P" TD class "A"	20-24 weeks	24 months	$GCT + MECH = 110$ . Normal color perception. Voice clear and well modulated. No speech defects or pronounced accents.
TM	Pay grade E-4. All source ratings	TM class "A"	8 weeks	24 months	$ARI + MECH = 105$ . Normal color perception.
UT	Pay grades E-4 and E-5. All source ratings	UT class "A"	13 weeks	24 months	$GCT + MECH = 100$ . Vision correctible 20/20 each eye.

## Seabees at Port Lyautey Do Top Notch Job

The Seabees landed at Port Lyautey about 10 months ago and the Naval Air Station and adjacent facilities "serving the U.S. Navy in Morocco," haven't been the same since. In fact, they're now much better off.

Since Mobile Construction Battalion Four arrived in January '58, they have worked up to 12 hours a day, six days a week and have had their hand in the accomplishment of 23 official projects—and then some.

At the air station proper, the CBs swarmed over the area adjacent to the NAS Chapel and when the smoke had cleared, the chapel was

sporting a new addition. They also added two classrooms to the elementary school, enlarged the base photo lab, made extensive repairs to the carpenter shop and gave unlimited support to the Public Works Department.

Among the many jobs undertaken by MCB 4 was the completion of the nearby Naval Ordnance Facility shop and its support elements.

While all this electrical and plumbing work was being done inside the ordnance facility, the construction drivers were engaged rebuilding and resurfacing its perimeter and access roads. They also installed a telephone cable, sidewalks, incinerator and paint locker.

At the tank farm, the Seabees

did some more road work, laid an aviation gasoline pipe line and an eight-inch water line complete with four hydrant assemblies.

Meanwhile, as all this was being accomplished in the Port Lyautey area, a detachment from MCB 4 was sent to Rota, Spain, to work on a chapel and recreation building.

Along with these projects, the constructionmen found time to do a little building on their own during their spare time. These extra-curricular activities included remodeling the nursery of the Navy Wives' Club; building benches at a Moslem school; assisting in the construction of pistol and skeet ranges; and lending a hand to build a school and dormitory for a nearby mission.



# Latest Summary of Navy Career Information Available to You

**T**HE PROGRAMS AND OPPORTUNITIES that are available to you as a career Navyman are under continuing change, dictated by the needs of the Navy. Although the basic information concerning your service advantages, opportunities and benefits appears in manuals, regulations, or notices, you may not have received the word. Normally the directives covering career opportunities are in your ship or station personnel office.

Here's a list of up-to-date directives dealing with career opportunities and programs available to officers and enlisted men, classified according to subject matter. It supersedes the list presented in the May 1958 *ALL HANDS*, pp. 50-52.

Remember, notices are canceled, instructions modified and manuals changed, so check with the personnel man to get the latest word.

Subject	Pertinent Directives or Authority
<b>ADVANCEMENT OR CHANGE IN RATE OR RATING</b>	
<b>GENERAL PROGRAMS</b>	
Advancement in Rate/Ratings:	
Policy:	BuPers Inst. 1430.7C, <i>BuPers Manual, Part C, Chap 7, Sec 2</i>
Qualifications:	<i>Manual of Qualifications for Advancement in Rating</i>
Eligibility:	BuPers Inst. 1414.3B
Naval Reserve:	BuPers Inst. 1430.1B
Program for Adjustment of the Enlisted Rating Structure Through Formal School Training and Through In-Service Training; establishment of	BuPers Inst. 1440.18B
Changes in Rate & Rating	BuPers Inst. 1440.5B
Advancement to E8 & E9	BuPers Inst. 1430.11
Training Publications for Advancement in Rating	NavPers 10052

## APPOINTMENT TO COMMISSIONED GRADE

### NAVAL ACADEMY, FLIGHT TRAINING, OCS

Naval Preparatory School	<i>BuPers Manual, Art. C-1203</i>
Aviation Cadet Training Program; eligibility, procedures for applying	BuPers Inst. 1120.20A
Officer Candidate School Program for Enlisted Members of the Naval Service on Active Duty; policy, eligibility	BuPers Inst. 1120.29

### SPECIAL PROGRAMS

Appointment to Commissioned Grade Integration and LDO Programs, Appointment to Warrant Grade; information concerning	BuPers Inst. 1120.18E
Nursing Education Program; information concerning	BuPers Inst. 1120.27B
Regular Navy Augmentation Program; policy, eligibility	BuPers Inst. 1120.12F
Appointment to Commissioned Grade, SDO, (LAW), 1620, policy eligibility	BuPers Inst. 1120.21
Appointment to Commissioned Grade, Optometry, Pharmacy, Medical Allied Sciences of the Medical Corps, and in Administration and Supply Sections of the Medical Service Corps, Regular Navy; policy, eligibility	BuPers Inst. 1120.8A, BuPers Inst. 1120.15C
Nomination of Qualified Enlisted Personnel for the NROTC Program; policy, eligibility	BuPers Inst. 1111.4C
Appointments to Cadetship in the USCG; policy, eligibility	BuPers Inst. 1111.7

Subject	Pertinent Directives or Authority
<b>TRAINING</b>	
<b>GENERAL TRAINING</b>	
Enlisted Training Schools and Courses; policy, quotas, legibility for enrollment	BuPers Inst. 1500.25E, <i>Catalog of U. S. Navy Training Activities and Courses (NavPers 91769-C)</i>
Information and Education Program; policy	Art. D-2103, <i>BuPers Manual, Information and Education Manual (NavPers 16963-C)</i>
Opportunities Available Through the I & E Program; information concerning	Naval Training Bulletin (NavPers 14900) Fall 1957 issue
Study Materials for Applicants for Appointment to Commissioned Status under Integration, LDO, and Warrant Officer Programs; information	BuPers Inst. 1560.12
Enlisted Correspondence Courses	<i>List of Training Manuals and Correspondence Courses (NavPers 10061)</i>
Navy Enlisted Advanced School Program & Navy Enlisted Scientific Education Program; information	BuPers Inst. 1510.69C BuPers Inst. 1430.10A
<b>SPECIALIZED TRAINING</b>	
Assignment and Reassignment of Personnel in the Naval Air Mobile Training Program; policy	BuPers Inst. 1306.31B
Selection and Training of Candidates for Diving Duty	BuPers Inst. 1500.15C, NavPers 91769-B
U. S. Naval School of Music; applications for courses	BuPers Inst. 1336.2C
Basic Hospital Corps School Class "A"; candidates for	BuPers Inst. 1306.55A
Assignment of Enlisted Personnel to the Nuclear Power Training Program; policy, eligibility	BuPers Inst. 1540.33A SecNav Inst. 1000.3
Tuition Aid Program; information	BuPers Inst. 1560.10A

## REENLISTMENT

Reenlistment and Voluntary Extension of Enlistment of Enlisted Personnel of the Regular Navy	BuPers Inst. 1133.1C
Reenlistment Program; information	BuPers Inst. 1133.3C
Discharge Up to 1 Year in Advance of Normal Expiration of Enlistment Date in Order to Reenlist; policy, eligibility	BuPers Inst. 1133.4A
Continuation on Active Duty of Enlisted Personnel with over 20 Years' Active Service	BuPers Inst. 1133.12A
Reenlistment in the Regular Navy of	BuPers Inst. 1130.4E

<b>Subject</b>	<b>Pertinent Directives or Authority</b>
Naval Reserve Personnel Serving on Active Duty; policy, eligibility	
Assignment to a School as an incentive for Reenlistment; policy, eligibility	BuPers Inst. 1133.5A
<b>SPECIAL DUTY ASSIGNMENT</b>	
<b>GENERAL POLICY</b>	
Training and Administration of The Naval Air Reserve; duty in; policy, eligibility	BuPers Inst. 1001.7B
Assignment and Rotation of Enlisted Women; policy	BuPers Inst. 1306.10B
Sea/Shore Rotation	BuPers Inst. 1306.21D, BuPers Inst. 1306.62A
<b>SPECIAL ASSIGNMENTS</b>	
Transfer and Assignment for Humanitarian or Hardship Reasons; policy, eligibility	BuPers Inst. 1306.24A
Assignment to Duty of Sole Remaining Sons; policy	BuPers Inst. 1300.11
Assignment to Naval Missions, Attaches, Military Aid Groups, Joint Staffs, SHAPE; policy, eligibility	BuPers Inst. 1306.6B
Assignment to Recruiting Duty; policy, eligibility	Art. C-5208, BuPers Manual, BuPers Inst. 1336.1A
Assignment to Instructor Duty; policy, eligibility	BuPers Inst. 1306.22C BuPers Inst. 1306.42
Assignment of Enlisted Personnel to Initial Submarine Training and Duty; policy, eligibility	BuPers Inst. 1540.2C
Assignment to Duty Involving Demolition of Explosives; policy, eligibility	BuPers Inst. 1320.5A
Assignment to Reserve Training Submarines; policy, eligibility	BuPers Inst. 1307.38
<b>PAY, ALLOWANCES, INSURANCE</b>	
Soldiers' and Sailors' Civil Relief Act of 1940; summary of benefits under Uniformed Services Contingency Option Act; options under	BuPers Inst. 1760.4
Social-Security Benefits for Military Service; summary of benefits under Mortgage Insurance for Servicemen to Aid in the Construction or Purchase of Homes; policy, eligibility	BuPers Inst. 1750.1B BuPers Inst. 1741.10 SecNav Inst. 1741.4A
<b>SEPARATION AND RETIREMENT</b>	
Review of Undesirable and Punitive Discharges; information	BuPers Inst. 1626.16
Early Separation Of Enlisted Personnel to Attend College	BuPers Inst. 1910.12B
Retirement, Voluntary and Naval Reserve with/without Pay; policy, eligibility	BuPers Inst. 1820.1B, BuPers Inst. 1820.2A, SecNav Inst. 1811.3A,
Transfer to Fleet Reserve; deferment of	BuPers Inst. 1813.3A
<b>MISCELLANEOUS</b>	
<b>GENERAL INTEREST</b>	
The Navy Relief Society; services of	Art. C-9207, BuPers Manual, BuPers Inst. 1747.1A
The American Red Cross; services of	Art. C-9207 and Art. C-10308(7), BuPers Manual
Immigration and Nationality Act of 1952; Alien spouses, Naval personnel; information concerning	SecNav Inst. 1750.1
Marriage of USN and USMC Personnel outside the United States and within Far East Command; policy	Art. C-11109, BuPers Manual, SecNav Inst. 1752.2A

<b>Subject</b>	<b>Pertinent Directives or Authority</b>
Visas for Alien Wives and Children of Naval Personnel; information concerning	SecNav Inst. 1750.2
Participation of Enlisted Personnel in Interservice and International Athletic Events and Competitions; policy, eligibility	BuPers Inst. 1710.1E, BuPers Inst. 1710.2
Summary of State Bonuses	BuPers Inst. 1760.3B
Uniformed Services Identification and Privilege Card, DD Form 1173; regulations governing	BuPers Inst. 1750.5A
Civilian Employment Assistance Program for Retired and Involuntarily Released Personnel	BuPers Inst. 1740.2
Your New Career; to assist career personnel by proving information for pre-retirement planning	BuPers Inst. 1740.2
<b>PROGRAMS AND OPPORTUNITIES OF PARTICULAR INTEREST TO OFFICERS TRAINING</b>	
<b>GENERAL TRAINING</b>	
Schools and Courses	BuPers Inst. 1500.25E, Catalog of U. S. Navy Activities and Courses (NavPers 91769-C)
General Line School; policy, eligibility	BuPers Inst. 1520.43A
Five-Term College Training Program; policy, eligibility	BuPers Inst. 1520.48B
Completion Naval Aviation College Program for USN Officers; policy, eligibility	BuPers Inst. 1520.38
Officer Correspondence Courses; summary	List of Training Manuals and Correspondence Courses (NavPers 10061)
Tuition Aid Program; information	BuPers Inst. 1560.10A
Annual Rhodes Scholarship Competition; policy	BuPers Inst. 1520.61
<b>SPECIALIZED TRAINING</b>	
Flight Training (HTA); policy, eligibility	BuPers Inst. 1520.20A
Underwater Demolition Training; policy, eligibility	BuPers Inst. 1520.7
Selection and Training of Candidates for Diving Duty	BuPers Inst. 1520.4D, BuPers Inst. 1500.15C
Training and Administration of The Naval Reserve; policy	BuPers Inst. 1001.10C
Nuclear Power Training Program; information concerning	BuPers Inst. 1540.33A
Assignment of Officers to Nuclear Powered Submarines	BuPers Inst. 1301.28
<b>ASSIGNMENT TO SPECIAL DUTY</b>	
Assignment to Submarine Duty; policy, eligibility	BuPers Inst. 1520.6G
Assignment to Special Weapons Program; policy, eligibility	BuPers Inst. 1331.1A
Assignment with a Navy Security Group; policy, eligibility	BuPers Inst. 1331.2B
Assignment to Duty Involving Demolition of Explosives; policy, eligibility	BuPers Inst. 1320.5A
Assignment to Nuclear Power Program; policy, eligibility	SecNav Inst. 1000.3
Assignment of Officers to Nuclear Powered Surface Ships	BuPers Inst. 1130.6, BuPers Inst. 1520.68
<b>APPOINTMENT</b>	
Appointment to Commissioned or Warrant Grade in the Reserve of the U. S. Navy of Resigned Commissioned or Warrant Officers of the	BuPers Inst. 1920.8A

Subject	Pertinent Directives or Authority
Regular Navy; information concerning	
Appointment of Naval Reserve Aviators to Commissioned Grades in Regular Navy; policy, eligibility	BuPers Inst. 1120.14A
Appointment in the Medical Corps and Dental Corps, Regular Navy; policy, eligibility	BuPers Inst. 1120.3F
Law Specialist Program for Reserve Officers of the U. S. Navy; information concerning	BuPers Inst. 1120.28
<b>PROMOTION</b>	
Professional Fitness for Promotion of Officers on Active Duty	BuPers Inst. 1416.1D
Professional Fitness for Promotion of Warrant Officers on Active Duty	BuPers Inst. 1416.6
<b>MISCELLANEOUS</b>	
Naval Reserve Officers not on Active	BuPers Inst. 1821.1A

Subject	Pertinent Directives or Authority
Duty; Regulations and Procedures Governing Screening the Ready Reserve and Assignment to, Transfer Between, and Discharge from Naval Reserve Categories; policy	BuPers Inst. 1811.1A
Non-Disability Retirement of Officers and Warrant Officers; information concerning	BuPers Inst. 1120.22B
Active Duty Agreements; policy, eligibility	BuPers Inst. 1210.6A
Change of Officer Designator Codes procedure, eligibility	BuPers Inst. 1926.1C, BuPers Inst. 1926.2A
Active Duty of Naval Reserve Officers extension of and release from	SecNav Inst. 1920.3A
Voluntary Separation Policies Affecting all Officers of the Regular Navy and the Naval Reserve Except Officers of the Medical and Dental Corps	

## Vermont Announces Rules On State Income Taxes

Navy men who are residents of the state of Vermont are "subject in full" to the Vermont income tax laws. Therefore, even if on active duty, they are required to submit yearly income tax statements.

In response to questions from service personnel, the Director of Taxes says:

"Persons who enter the Armed Forces of the United States from the State of Vermont continue to retain their Vermont residency under the provisions of the Soldiers' and Sailors' Relief Act of 1940, as amended by a Congressional Act of 1951. As residents of the state they are subject in full to the Vermont income tax law and required to submit yearly income tax statements on gross income of \$500 or more just as is any resident of the state despite

their geographical locations during a particular taxable year.

"The income reportable for Vermont income tax purposes is the same as that for Federal income tax purposes and returns are due and payable three and one-half months following the close of a taxable year (15 April).

"The Vermont income tax law provides for a \$500 personal exemption for a taxpayer with an additional \$500 exemption for his spouse and each qualifying dependent."

The tax rates currently in effect are:

<i>If the net income is:</i>	<i>The tax shall be:</i>
Not over \$1000	Two per cent of the net income
Over \$1000 but not over \$3000	\$20 plus four per cent of excess over \$1000
Over \$3000 but not over \$5000	\$100 plus six per cent of excess over \$3000
Over \$5000	\$220 plus seven and one-half per cent of excess over \$5000

The Vermont law allows servicemen serving on their initial enlistment to defer payment of income taxes until discharge from the service and for a period of six months thereafter. This section of the law, however, does not exempt the serviceman from filing his income tax statement each year.

Personnel other than those serving in their first enlistment are required to file a return annually and

to remit payment of their taxes just the same as other state residents.

## Here Are Latest Changes On Uniform Regulations

What's the latest word you have on uniforms?

The copies of *Uniform Regulations* at your ship or station have been corrected to include recent changes. A quick check of this book should iron out any questions you might have regarding uniforms.

The changes cover the:

Authorization for Warrant Operations Technicians to wear the Warrant Boatswain's device.

Abolishment of the two-piece culotte-style gray indoor duty uniform for nurses assigned to duty aboard ship.

Deletion of mattress covers and pillow cases after 1 Jul 1959 from the minimum outfit prescribed for

F. Mercado, SKSN, USN



"They passed the word—Sweepers, starch your brooms."



"Isn't that the new Disbursing Clerk?"



enlisted men other than CPOs.

Abolishment of the NROTC corps device worn by NROTC midshipmen.

Authorization for enlisted men below CPO to wear the dungaree working uniform without chambray shirt in hot weather when senior officer gives the okay.

Details on rating badges for E-8 and E-9s.

Discontinuation of the distinguishing marks for Aviation Utility, Bombsight Mechanic, Master Horizontal Bomber, Ordnance Battalion and Seaman Gunner.

Details on specialty marks for the ratings of Photo Intelligenceman, Shipfitter and Telecomm Censorship Technician.

Authorization to wear unit identifying marks bearing the identifying letters ACB to enlisted personnel below CPO who are assigned to Amphibious Construction Battalions.

Identifying insignia for enlisted women enrolled in the Nursing Education Program.

Authorization and requirements for women CPOs to wear the dark blue uniform.

Renaming of the Mine Warfare distinguishing mark to Mine Assemblyman.

Clarification of instructions on the wearing of U. S. Navy Band uniforms.

Authorization to wear the Merchant Marine World War II Victory Medal and the President's Hundred Marksmanship Award.

Description of how the Medal of Honor ribbon is to be worn with the officer's white coat.

These changes will be promulgated in future changes to U. S. Navy Uniform Regulations.

### **Navy Noisery Makes a Hit With The Whole Family**

Tucked in between busy offices at Navy headquarters in the Federal Office Building, San Francisco, Calif., there's a welcome sight for Navy families on the move.

It's a door labeled "Noisery." Beyond the door once-harried mothers can leave their children in good hands while they fill out papers and complete final processing before they sail from San Francisco to be with their Navy husbands overseas.

Operated by volunteers of the Navy Officers Wives' Club of Treas-

ure Island, the nursery is open from 0830 to 1130—the morning rush hours when 100 or more dependents are usually being processed for overseas travel. It has been in busi-

ness since 1952. About 45 wives share in its operation.

While mothers are busy with boarding orders, cabin assignments and final instructions, their children are invited to the nursery, which is filled with play tables, chairs, blackboards, play pens and an ample supply of toys. For the newest members of a family, there's a small room off by itself, where there are five cribs and someone to watch over the little ones at all times.

Since it started, the nursery has been playroom or napping place for some 50,000 youngsters. At first it was hardly more than a cubbyhole, 15 feet square. Cribs were borrowed from the Navy Relief Society, and Navy wives donated toys, books and other supplies.

Now, a separate room for cribs has been added and plans are being made to redecorate and refurnish the place. As a precaution in case of an accident, insurance is carried and paid for by the Navy wives.

Originally, dependents checking into the nursery were transported eight blocks to and from the dispensary for shots, exams and xrays. Now, processing has been speeded up by having a medical team report to the Federal Building.

The nursery does a land-office business. On a normal day about 150 dependents are processed. On peak days the total reaches the neighborhood of 500. This means a total of between 1000 and 1500 adults and children per month.

The volunteer nursery mothers do their watchstanding on the busiest days. On mornings when less than 100 are processed, doctors, nurses and corpsmen from the dispensary perform temporary additional duty in the nursery and find themselves greeting newcomers and helping to fill out papers.

For the travel-weary mother going through the last few hectic hours before sailing, the "Noisery" is a real blessing. What's more, the youngsters like the place too.

The "Noisery" is just one way in which Navymen and their families help one another. Perhaps an adaptation of it might prove useful elsewhere.

As usual, ALL HANDS is glad to pass along any ideas that help the Navy take care of its own. So, if you have 'em, send 'em in.

### **Shipbuilding and Conversions**

In the 1959 shipbuilding and conversion program for which Congress has already appropriated funds, nuclear power and guided missiles seem to be stressed. In the schedule recently announced by the Secretary of the Navy, seven nuclear-powered submarines and 13 guided missile ships are included.

New ship construction assignments include:

- 8 Guided missile frigates (DLG) including three remaining from fiscal 1958 program)
- 1 Nuclear powered guided missile frigate DLG(N)
- 3 Nuclear-powered guided missile submarines SSG(N) including two ships remaining from fiscal 1958)
- 4 Fleet ballistic missile submarine, nuclear powered SSB(N)
- 4 Nuclear-powered attack submarines SS(N)
- 5 Guided missile destroyers (DDG)
- 37 Landing craft personnel, large (LCPL)
- 2 Patrol vessels (YP)
- 8 Open lighters (YC)
- 2 Utility landing craft (LCU)
- 4 Large harbor tugs (YTB)
- 2 Submarine repair berthing and messing barges (YRBM)
- 1 Amphibious transport, dock (LPD)
- 1 Amphibious assault ship (LPH)

Some ships are due for conversion during Fiscal 1959. They include:

- 1 Nuclear-powered attack submarine SS(N)
- 1 Attack transport
- 1 Auxiliary submarine (AGSS)
- 2 Guided missile cruisers
- 1 Submarine tender
- 2 Seaplane tenders (AV)



SHIP AND CO—USS *Rankin* (AKA 103) is skippered by Capt Harlee (above) whose experience made her 4.0 ship.

## Is There a Formula for a

*In June 1957, USS Rankin (AKA 103) won the Assault Boat Insigne.*

*In July, she won the 5-inch 38 "E" award.*

*In December, the Engineering "E."*

*September 1958 was a pretty good month. At that time, she became entitled to the 40mm "E," the Battle Readiness Plaque, and the Marjorie Sterrett Battleship Fund Award.*

*In October, she received a mark of "Outstanding" in her Medical Department and Supply Department inspections.*

IT'S NOT TOO UNUSUAL for a reasonably smart ship to receive one, or perhaps two, such awards. However, *Rankin* now holds more awards than any ship of the Amphibious Forces of the Atlantic Fleet and, so far as can be determined, more than any PHIBLANT ship has held since World War II. This is, you must admit, somewhat irregular.

What are those qualities which enabled the presumably elderly and undistinguished *Rankin* to achieve such a remarkable record? Why is she different? Or is she? Does she deserve her awards?

Without any intent of invidious comparisons, ALL HANDS decided to ride the ship for a while and take a hard, second look to see if we couldn't take her apart and find, if possible, those qualities which made her an outstanding ship. We succeeded only to a limited extent but, for what they are worth, our findings are below:

Physically speaking, *Rankin* is just another AKA. She may vary in minor details from her sisters but, generally speaking, she is just a typical workhorse of the Fleet. Her ship's history says that she has a C-2 hull with an over-all length of 459 feet and a beam of 64 feet. Fully loaded, she displaces 14,160 tons; has a mean draft of 20 feet. She will never be noted for her speed. Her normal cruising speed is 12 knots;

when hard pushed she can scorch along at 16 knots. She carries 448,734 gallons of fuel oil and has a cruising range of 16,584 miles.

For defense, she is armed with one 5-inch 38 caliber open mount and four twin 40mm AA mounts. However, as every man in her crew will be happy to point out to you, her main battery are her boats. She carries 14 LCVPs, eight LCMs, two LCPLs.

**R**ANKIN is an attack cargo transport, designed and equipped to carry a small number of troops and the major portion of the supplies and equipment of a battalion. It is up to her to bring all this gear and men as close to the enemy as possible, get it over the side and on the beach with her small boats.

She is attached to the Amphibious Force of the Atlantic Fleet and is one of the ships of Transport Squadron Eight. Her allowance calls for 245 enlisted personnel and 23 officers. At the moment, she is a little light on enlisted men; and has a few officers over her complement. Captain John Harlee, USN, assumed command in November 1957.

As yet, there is apparently little to distinguish her from any other ship in PHIBLANT. Let's go on.

*Rankin* isn't, by any means, a fresh, sparkling, new ship. Nor is she a hoary old veteran, rich in traditions. She's just another one of thousands of ships turned out in 1945 and there's no need to kid ourselves that she's anything more. Commissioned early in 1945, she was able to complete her shakedown just in time to take part in the Okinawa campaign and, in her brief year of wartime service, managed to earn the American Campaign Ribbon; the Asiatic Pacific Campaign Ribbon with one star; the World War II Victory Ribbon; the Navy Occupation Service Ribbon with an Asian clasp; the National Defense Service Ribbon; the China Service Ribbon. By the time she got her keel wet, the war was pretty well over and she was able to earn her



LEADERSHIP—Rankin men get together to plan SP detail.

## Smart Ship?

awards standing up and not even breathing hard. They were, you'll note, the standard set, earned by dozens of her peers.

**D**ECOMMISSIONED shortly after the war, she was recommissioned at Alameda, Calif. and, in 1952, after shakedown training, joined the Atlantic Fleet that same year. Since that time, she has made numerous visits to home and foreign ports and has been busy with her perpetual training programs. She has carried Reservists and midshipmen on cruises; taken part in training operations and exercises; tested and evaluated new methods and equipment. This routine was interrupted by a brief, tense period in the Lebanon crisis.

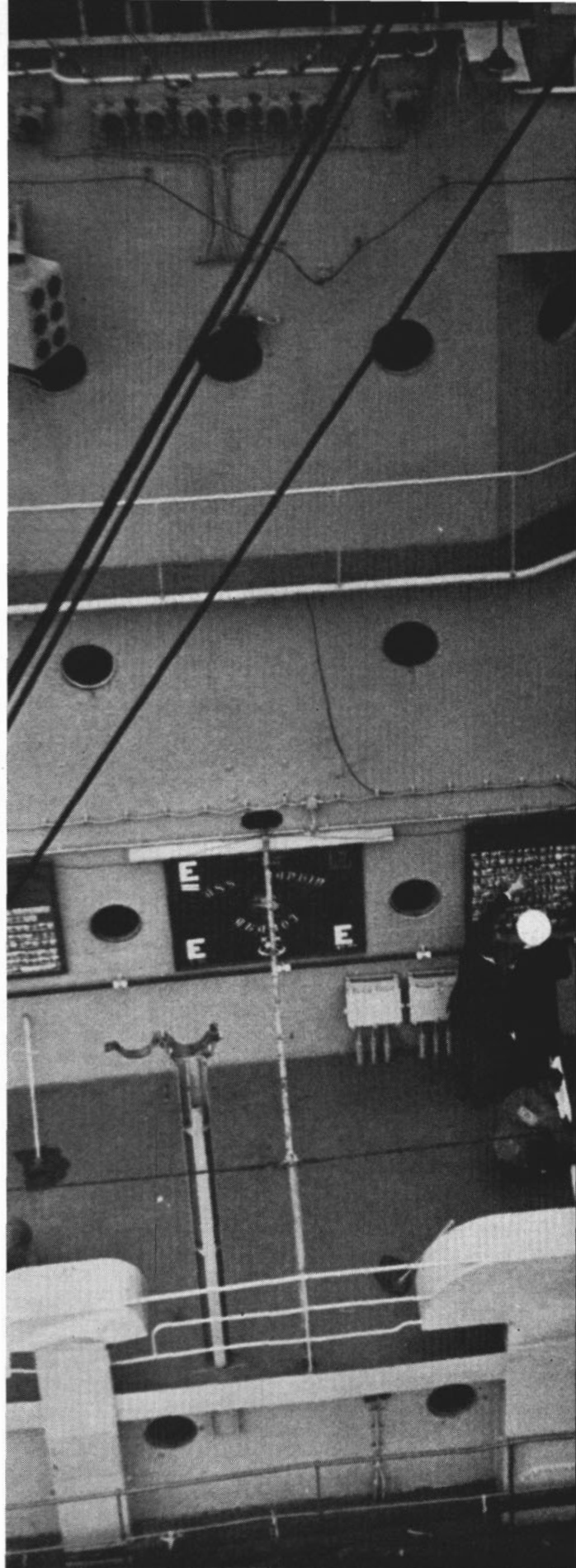
Very well. As we've suspected all along, neither the ship nor her background provide much of a clue to the winning factor. Compared to some of the heroes of World War II such as *Enterprise*, *Barb* or *Fanshaw Bay*, or of our present-day glamor-queens such as *Ranger*, *Mitscher* and *Nautilus*, *Rankin* has all the sex appeal of a frowsy housewife.

If it isn't the ship, it must be the personnel. What's so different about these 250-plus men? They're just ordinary over-worked, over-tired human beings, with personal problems startlingly similar to our own. It's pushing coincidence just a little too hard to assume that all of them should suddenly become supermen. And, as any *Rankin* man will be happy to tell you, they are faced with the upkeep of a cruiser with the crew of a destroyer.

As a matter of courtesy and common sense, let's first discuss the problem with *Rankin's* commanding officer, Captain Harllee.

**A**T FIRST GLANCE, he's not the salty old sea-dog type one would expect. More of the grey-flannel school,

HEY! THAT'S ME—Photos, with name and rate of every crew member, flank award board on ship's quarterdeck.







TETE-A-TETE—CO gets the word from crew at birthday meeting. Rt.: XO's conference keeps ship's divisions posted.

even in his blue uniform, friendly and relaxed, but if you're smart, *you* had better not relax too much.

A look at his record makes it evident that, if he wants to talk on the basis of his experience, he is well qualified to do so.

An Academy graduate in 1934, he had his introduction to sea duty in *uss San Francisco* (CL 38) and then, until 1940, saw a series of ships in which he served as communications officer, gunnery officer and first lieutenant. During the war, he found himself in a number of PT boat units and, in '43, was skipper of PT Boat Squadron 12 which, while under his command, won a PUC for combat in New Guinea and New Britain.

By the end of the war, he was Chief of Staff for the Seventh Fleet PT boats, with some 224 PTs, 11 tenders, seven bases, 1000 officers and 10,000 enlisted men as his responsibility.

While he was CO of *uss Dyess* (DDR 880) after the war, the ship won the annual competition in DesDiv 62. He completed two combat tours in Korea as exec of *uss Manchester* (CL 83). When we mentioned his name to some of our friends, they recalled that he was CO—and a good one—of RecSta, Norfolk. His record confirms this; he was there from 1953 to 1956, in fact. This was followed by a tour as commander of DesDiv 152 in 1955-56. Before assuming command of *Rankin*, he was Chief of Staff and aide to ComDesFlot Three.

In other words, he's been around. He knows what it is like to be at the bottom of the chain of command, and he knows what it is to command. Both have their problems, we hear.

"**E**XPLAIN WHY *Rankin* was able to set the record she did?" he repeated. "That's quite an order. However, I've earlier given the problem a little thought and possibly I might be able to indicate certain lines of inquiry you might want to follow.

"First of all, you should always keep in mind that the results, good or bad, of any competition are not due to any one man, or any small group. A ship is, and has to be, judged by the total of the efforts of all hands. If one man tries extra hard, the performance of the ship is enhanced by just that much. Conversely, if a man fails to do his best, the ship and his shipmates suffer accordingly. The same holds true of any form of conflict, of course."

That made sense. So, how did it apply to *Rankin*? More specifically, his approach and attitude as com-

manding officer should, by all the rules, be important factors. What did he do, personally, to help *Rankin* establish her record?

"Somewhere along the line I became sold on the idea that, no matter how efficient, no matter how modern your tools and weapons may be, they are no better than the men who operate them. I know a lot of people say this, but I'm not so sure how many really believe it or, believing, act upon it. As the Navy becomes more and more technical, the officers and men become more and more important. For some years now, my main interest has been in men, not machines."

A theory we can go along with. But it's a theory. How did you apply it? What did you *do*?

"If you'll pardon me for just one moment, I'd like to point out that *what* I did makes little sense unless you understand *why* I did it. If I understand the situation correctly, you want me to give you some magic formula that you can pass on to the rest of the Fleet which will enable every ship who wants to, to take our awards away from us. A laudable objective, but they're still going to have to work for them. The formula doesn't contain that much magic."

No easy formula, and no single formula provides the answer.

"**N**OW, LET'S GET DOWN to *Rankin*. In the first place, she has always been a smart ship; a tight ship. A ship and her men don't spring out of the nowhere, into the here. What happens to her today is determined to a large extent, by what happened to her yesterday. We were fortunate enough to have had a number of highly efficient commanding officers. My predecessors, CAPT W. F. A. Wendt, for example, brought her to a high state of perfection. Take a look at her previous record. Since she was recommissioned, she won the Battle Readiness Plaque four times in six years, including the last three consecutive years. I was fortunate enough to benefit by the work that had been done before.

"The men were well trained; they knew their business long before I came aboard. My problem, as I saw it, was to persuade them to give that extra little push. For this, they have to *want* to do it. They can't be compelled. In this particular instance, that's what morale amounted to.

"Now we come to your question: *What* did I do?

"Briefly, I persuaded the majority of men aboard *Rankin* to want the awards as much as I did. I knew

if they wanted them harder than anyone else, they were well enough equipped to get them. That's all we did."

How?

"No one can agree, I'm sure, on just what morale is, or how it is to be achieved, but so far as I'm concerned, it is based on a respect for the personal dignity of the individual. There are exceptions of course, but as a rule, if you treat a man as a responsible, intelligent human being, he'll act like one. Some of the actual steps I have taken may appear to some of my contemporaries like coddling but, I think if you will talk to the junior officers and crew members, very few will make that accusation against me."

(NOTE: We did, and they didn't. Not by the shades of Captain Bligh, they didn't!)

"Generally speaking, I have tried to install in the officers the concept that, the more superior your position in the echelon of command, the greater the responsibility to earn the respect, by personal behavior and professional competence, of the men you command. This goes for commissioned officers, warrants, and petty officers. On this assumption, they must then do three things:

- Go to bat for their men all the way when they have done the best they can.
- Recognize, as much as possible, all outstanding and excellent work.
- Be smart enough to recognize any below-standard performance or conduct. See that it doesn't happen again or, better still, don't let it happen the first time."

**C**APTAIN HARLEE applies these principles himself. One of his most successful applications of his belief in the respect for the individual may be found in his birthday programs. We observed one.

On the occasion of each man's birthday, he is invited to the captain's cabin and presented with a birthday cake. A photograph is taken of the man, the cake and the captain and an eight-by-ten-inch print is sent, accompanied by a personal letter to the man's parents and wife. He gets an afternoon off as a half holiday.

Good enough, but not much more is done on board any number of other ships.

But there's a little more to it than that. Four men—C. A. Gainey, SN, M. E. Ford, SA, Glenn E. Murphy, SN, and W. L. Duncan, MMFN, were invited on the occasion we were permitted to witness the ceremony. Over coffee and cigarettes, the captain explained that, although their birthdays didn't happen to fall on that particular day, he had asked them to attend in a group because the ship was to be in New York for a week's liberty and he didn't want to interfere with any plans they may have made.

That out of the way, he came to the real reason for their visit. Was there anything any one of them wanted to bring up with him? This was the one day of the year in which they could feel free to discuss with him, as man to man, any problems, suggestions, ideas, gripes or questions they might have. If there was any point they wanted to discuss privately, say so, and he'd be glad to see them later.

The four looked at one another and at their coffee cups. The captain poured more coffee.

"Ford, you're a mess cook, aren't you? How are you getting along? Job OK?"

"Yes, sir. The job's fine."



Rankin's Award Board and Battle Readiness Plaque.

"How about the men? Good bunch to work with?"

"Yes, sir. The men are fine. There's one thing, though, captain . . ."

"Yes?"

"I was just wondering, sir. My brother is graduating from Ohio State this December. I was wondering if I could get home to see him."

"How much leave do you need for this?"

"I was sort of thinking in terms of from 16 December to 2 January, sir."

"That's a pretty long graduation, isn't it?"

"He graduates during the week of 16 December, but I was thinking, since I was home, and all . . ."

"It would be nice to spend Christmas and New Years there, too?"

"Yes, sir."

"I take it you have no leave coming to you at this time?"

"No, sir."

"Don't you realize that, if you were to take holiday leave, it would deprive some man who does have it coming to him?"

"I didn't think of that, sir."

"I'll talk to your Division Officer and see if you can't

### Another Prize Winner: Mahoning County

Rankin is not, of course, the only ship to win the Marjorie Sterrett Battleship Fund award for 1958. The Pacific Fleet Amphibious Force ship **USS Mahoning County** (LST 914) received the PacFlt award in recognition of first-place standing in the battle efficiency competition.

The Marjorie Sterrett prize money of \$500, for use of enlisted men only, is given annually to a ship in each of the ocean Fleets. This year, competition was between the respective Amphibious Forces.

Commanded by LT Robert Lee Dodd, usn, *Mahoning County* is a unit of Landing Ship Squadron Seven, which has its home port in Long Beach, Calif.

Recipient of the LanShipRon Seven 1958 Battle Efficiency Award, *Mahoning County* stood highest in the intratype competition.

*Mahoning County* was commissioned in early 1944 as USS LST 914, saw action at the invasion of Southern France, and participated in the Okinawa Landing of World War II.

Recommissioned in August 1950, she beached at Inchon, Korea, during the D-Day landings, and took part in amphibious operations at Wonson, Korea.

She returned from a normal tour of Western Pacific deployment in July.



**WELL DONE**—Crew members praise cook's efforts as he checks with men for criticisms and suggestions for mess.

do something about your brother's graduation, but I can't make any promises about the holiday leave. That all right?"

"Yes, sir. Thank you, sir."

**M**URPHY, who was 24, had no comments to make except that *Rankin* was a fine ship. Twenty-year-old Gainey was interested in the possibilities of transferring to the Seabees. No reflection on the ship, you understand, captain, but he had always wanted to be a Seabee. With just a hint of a sigh, Captain Harlee explained PHILANT's rule that a man must be on board ship for a full year before he can ask for a transfer. Nevertheless, he only wanted men on board *Rankin* who wanted to be there. If Gainey could get a waiver, *Rankin* would recommend the move. The captain dialed the personnel office, explained the situation, asked Personnel to report back to him.

Duncan, 19, has recently been married. His wife is on the West Coast. Is it possible to make a transfer? The captain explains the rules, doubts if it can be done, but he'll try. Another call to the personnel office.

The men have their picture taken with the captain and the birthday cake and depart, the last one with the cake. The others would get theirs on the day of their actual birthday.

The captain considers it his personal responsibility to work out, if possible, a solution to the problems or suggestions of his birthday guests. If it can't be done, he says so, and explains why.

Over a period of time, some exceedingly intelligent suggestions have been made. Just because they haven't been done before is no obstacle.

**"W**HY do we have to have reveille on Sundays when holiday routine is observed?" asked one man over coffee and cigarettes. "Why indeed?" echoed Captain Harlee. No more reveille on Sundays for *Rankin*—except when there is an operation under way.

"Cap'n, everything's fine, except on training maneuvers when we got all those extra cotton-pickin' Marines aboard, you just can't get near the movies," said another. "Just ain't enough deck space."

The solution for that was simple. Two movies; one for the ship's company, one for the Marines.

"One nice thing about the birthday program," observed Captain Harlee, "is that it serves more than one purpose. It tells me, for example, how the division officers are doing. They sometimes lose sight of the fact that, in addition to their technical duties, they are also responsible for the well-being and behavior of their men. This includes emergency leaves, schooling, transfers, family problems and the thousand-and-one day-to-day emergencies.

"If a man commits a disciplinary offense, his division officer and the head of his department are invited up to my office to explain why nothing had been done to forestall such a situation. I hold them personally responsible for the behavior of their subordinates, just as I am held equally responsible by my superiors."

**D**IVISION OFFICERS are further expected to encourage their men to prepare for advancement in rating, to study for USAFI courses, and to participate in athletics, sightseeing, hobbies and other wholesome activities. Because of her unique cargo-carrying capacity, *Rankin* is one of the few ships in the U. S. Navy that can boast of a full-fledged basketball court on board. It is well used.

The captain also meets individually and gives a short informal orientation talk to every new man as he reports on board, and also bids farewell to each departing man.

Another example of attention to the individual on board *Rankin* is the "Picture Board." Most ships have photographs of the commanding officer, the executive officer and perhaps other officers, on the quarterdeck. On the principle that there are no unimportant men in *Rankin*, the ship's company has erected two large boards which contain the photographs (most of which are not ID pix) and names of every single crew member—officer and enlisted—aboard ship. To lend point to the display, the two boards flank an equally large board which shows all the ship's awards.

One other point which shows the trend of Captain Harlee's thinking. He considers the performance of the personnel office of tremendous importance to the welfare of individual members of the crew. Intelligent and prompt action means a lot to the man who is sweating out a request. Like most ships, *Rankin* is understaffed in the personnel office. It was built up to full strength (at the cost of the deck force) to the point where it can handle without undue strain, almost any request made of it. The deck force doesn't mind—much. They know that when they ask for service in the paperwork department, they'll get it.

**W**E COULD GO on for pages, citing one instance after another of the small details which, all added together, make a big total.

"But don't get me wrong," said Captain Harlee at one point. "I try in every way to do as much for the individual man as is permissible. BUT—this is a military organization and any solicitude for individual welfare must be accompanied by a policy of strictness and military justice. All hands know that any personal interest in their welfare will not excuse, in the slightest, any breach of military discipline."

("You can say that again," one of the crew members told us later. "Man alive! You get up there in front of him at mast, and you think you never seen him before. He sure don't know *you*!")

(His friend nodded. "He's rough, man. Rough. You



keep your nose clean, though, and you never see a nicer fellow.”)

In connection with discipline, it might be noted that every officer on board *Rankin* has been directed to read Admiral Burke’s “Discipline in the U. S. Navy” (NavPers 91195), and to submit a paper containing his recommendation on how *Rankin* could be improved with regard to discipline.

One thought occurred to us as we were talking to the captain. Had he ever taken any courses in personnel management?

“No, I never have, other than can be found in Navy publications on leadership. You ought to read them some time. They’re very helpful and, I for one, find them interesting.”

He made a suggestion.

“If you really want to know what makes *Rankin* tick, why don’t you wander around and talk to the men? Make yourself at home. See what they have to say. They’re the real *Rankin*.”

**W**E DID. We talked to a lot of men. The names of most we have forgotten, but we haven’t forgotten what they said. Sometimes we just passed the time of day, sometimes we sat in on their bull sessions. We heard a lot of stuff not relevant to our inquiry and we heard a lot of stuff best forgotten.

We’ve always agreed with the thesis that, if you really wanted to know what was going on aboard ship, drop around to the chief’s quarters, promote a cup of coffee, and keep your mouth shut. If they haven’t heard of it and haven’t formed an opinion, it hasn’t happened and isn’t going to happen.

“Why did *Rankin* win the Sterrett award?” said one. “Damned good ship, that’s why.”

“That’s no reason,” argued another. “What makes a good ship? Her officers, that’s what. For some reason, *Rankin* has the best set of officers I’ve seen in 20 years.” His voice took on a tone of wonderment. “Come to think, most of them are ensigns, too. What d’ye know? Funny.”

“Now, wait a minute. Take Mister Frost, for example. He’s a lieutenant, and you couldn’t ask for a nicer man.”

“That’s right. When I wanted to get home and see my folks, he gave me an advance in pay without saying a word.”

“That ain’t so much. He has to do that. The Old Man told him to.”

“He could still give you a hard time.”

“Trouble with this ship is, they work you to death. Never have a free minute to yourself.”

“Look who’s talking! When was the last time you worked up an honest sweat?”

“Speaking of work, one thing you got to say for *Rankin*. You do a decent job, they let you know it.”

**“Y**OU MEAN MERITORIOUS MAST? Sort of flag-waving, isn’t it?”

“A little overdone, maybe. Did you know that, since the Old Man came on board, we’ve had more than 30 meritorious masts? Performance didn’t jump that much. No, I mean . . . You take Mr. Ballou, down in Engineering. You do a good job, he tells you. You louse it up, he tells you, too. They care what happens to you. Like Mr. Goldstein. He’s always giving us hell for not studying, not figuring out what our plans will be. So we don’t do it, it still makes a difference.”

**JANUARY 1959**



**LOOK-OUT**—*Rankin* bridge crew checks destroyer with glasses as both ships make way through Atlantic gale.

“They do care, I guess. Or act like it,” offered another. “We got a young punk in the deck division, he thinks it’s bigtime stuff to go out and blow all his money and get drunk every time he pulls liberty. It’s none of my business, I tell myself. But then I hear that young Mister Hargadon talking to him like a dutch uncle, trying to teach him better. What are these ensigns coming to? He’s only been on board a couple of months. Who tipped him off about this guy? Most other ships I been on, it’s the ensigns you have to watch on liberty.”

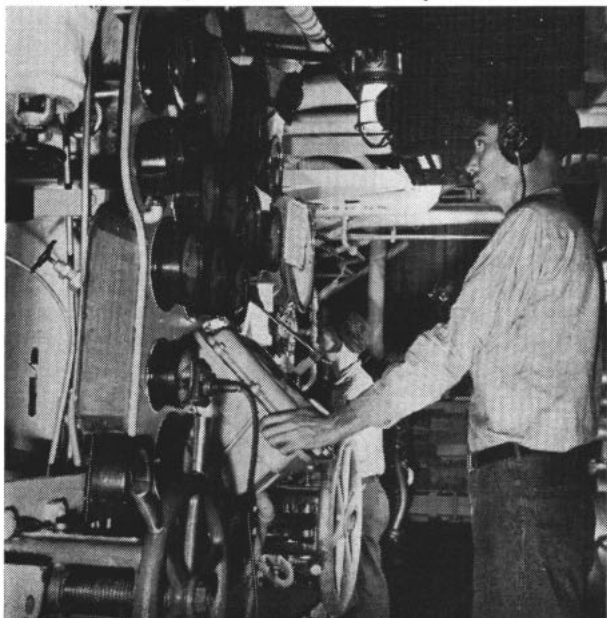
“You want to know why? The Old Man’s a rough guy for us to face on the morning after. How’d you like to explain to him why you got thrown in the can for being drunk?”

“No thanks.”

**I**T WAS OBVIOUS that Chief Steward W. H. Ware, USN, had put a lot of thought to the problem.

“She’s a willing ship. You ask a man to do something, and explain why, he’ll pitch right in and do it even though he—or you—don’t like the idea. Why? I’m not quite sure. Has something to do with the officers, I guess. They’re a wonderful bunch of men, from the captain on down. Even the junior officers. They’re

**TEAM WORK** below decks as well as topside was shown when Engineering ‘E’ was added to ship’s award board.



all really quite decent. You trust them.

"I've got 14 years' service and been on five different ships and, except maybe for *Lindenwald* (she's an MSTs ship, now), this is the only one that has had that spirit. *Lindenwald* was a willing ship, too. Yes, I guess it must be the officers."

Through experience, we've learned that, although the officers pay their own mess bills, the crew usually eats much better. We lost no time in cultivating the commissary department. We were greeted with:

"G'morning. Like to try a pork chop? They're excellent. Fresh out of the broiler. What do we think of *Rankin*? Best ship in PHIBLANT. Good feeder, if I do say so myself. I don't know how Mr. Frost does it, but we get food aboard here that the other ships never heard of. We don't ruin it, either."

On our way to the mess hall, we ran our fingers along the overhang. No dust. We looked behind the scuttlebutt. No dust there, either. We noticed that the spit-kits were full, but not running over. No cigarette butts on the deck.

"YOU'D BE SURPRISED the difference these little bitty stools and tables make," said one boatswain's mate. We got these last time we went in for overhaul. BuShips said they weren't on the allowance list, so we took the money out of our Rec Fund and Uncle John told them to put the damned things in. They sort of take away the institutional look."

"See those drapes?" his companion asked with pride. He pointed to a broad expanse of brilliant-colored, brilliant-designed drapes which covered one wall of the mess. "They come from the Rec Fund, too. The Old Man had a fit when he saw the pattern. Tried to talk us out of it, but we said we wanted it, so we got it. Pretty, ain't they? I picked out the pattern."

"You heard about our EM Club last Christmas?" asked another. "Quite a deal. We were stuck in this little town in Italy, see? Not a damned thing to do. But nothing. So Uncle John, he . . ."

"That wasn't so much. You should of been at the Christmas party we threw for the kids. The expressions on their faces when Santa Claus stepped out of that helicopter! Man!"

LATE ONE EVENING toward the end of our trip, we decided to visit the captain again.

"Find what you wanted?" asked the captain.

"Yes, sir. Just one thing, if you don't mind. You seem to have an unusual way of running a ship. As you said before, we wanted to be able to tell the rest of the Fleet how you did it. But if we mention some of these things, you might find yourself in trouble for overstepping your authority."

He nodded. "I was hoping that you'd get around to asking about that. I have the best authority in the world. Permit me to quote:

1. Every command in the Operating Forces and the Shore Establishment, as well as every major office or bureau of the Navy Department shall review, on a continuing basis, its standards of personal leadership to ensure that those in responsible positions are discharging their duties in accordance with Article 0702A and 1210 of *Navy Regulations*, 1948. This will include command attention to:

a. The personal example of behavior and performance set by officers.

b. The moral atmosphere of the command.

c. The current standards of personal supervision of men, both in regard to management effectiveness and the development of moral responsibility.

2. To achieve the objectives outlined above, every command in the Operating Forces and the Shore Establishment shall integrate into their training programs, on a continuing basis, both the technical and moral principles and practices of leadership."

"Ever hear of that before?" he asked.

"It sounds faintly familiar captain."

"It is more than 'faintly familiar' to every commanding officer. It is the heart of General Order 21. You've heard of that, I presume?"

"Yes, sir."

"You've spent a couple of days talking to the officers and men on board. I don't know what they've told you, but I think—I certainly hope—that if you analyze what they've said, you can find the origin in G. O. 21."

"Are you suggesting that application of General Order 21 enabled *Rankin* to win all those awards, captain?"

"I'm suggesting that effective leadership, as outlined and defined in General Order 21, enabled us to build morale to a point which made it possible to employ more effectively the technical competence which is available to us and to almost every ship in the U. S. Navy. Before General Order 21 was promulgated I, just like many other commanding officers, was doing my best in my own way to promote morale and leadership. This Order helped us clarify our thinking and, so far as I can see, gave us the authority to take the steps we considered necessary. That's all I'm suggesting."

NOTE: *We saw the ship with our own eyes. We talked to a lot of men on board, but we're still not sure that we've got the whole story. And even if we did get the story, limitations of space would prevent us from describing in detail the tremendous spirit of morale we found in Rankin. We managed to cite roles of some individuals, but we haven't been able to describe the valuable role played by CDR P. W. Hopkins, the executive officer. To make the story complete, there are many, many others we should, but can't, cite.*

*To be accurate, we would have to mention every man on board. It's their attitude which made Rankin's record possible. How else account for the speed and precision of the deck gang when putting an LCM into the water? How account for the absence of VD; for the absence of UA cases; for the fact that there are extremely few accidents aboard?*

*We know there are other outstanding ships in the Navy. Others, too, can boast that you can inspect the galleys with white gloves, can look in vain for dirt and grime in the out-of-the-way spots. We know there are many other ships whose liberty parties come back night after night without trouble on the quarterdeck.*

*But here's the point: We know about Rankin. We are pretty well convinced that all hands follow the leadership principles outlined by the Secretary of the Navy and the Chief of Naval Operations, and the leadership analysis program established by the Chief of Naval Personnel.*

*Do you have any ideas or opinions on the subject? If so, tell us about them. We'll be glad to pass the word.*

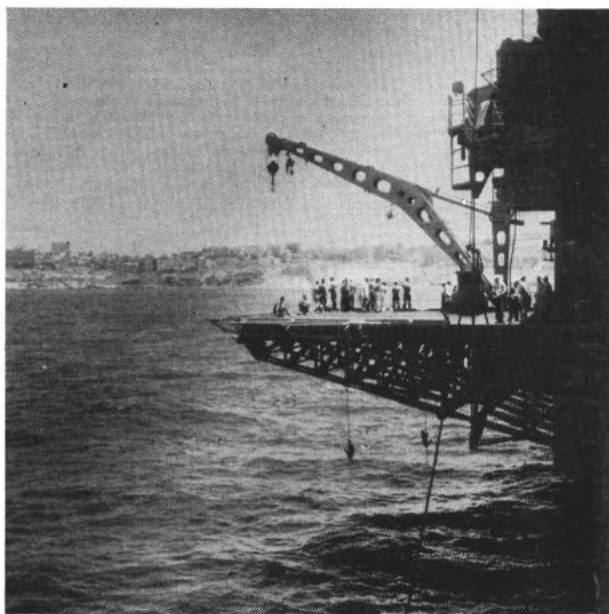




## Sure, We've Been There

CANNES, MONACO, ATHENS, BEIRUT and many other places with romantic names have become well known to the ears and eyes of the many Navymen sailing the Med this past year. Carriermen of *uss Wasp* (CVS 18) were no exception. While on a tour of duty with the Sixth Fleet during which they performed antisubmarine operations these carriermen got a look-see at the above-mentioned places although liberty was not granted at Beirut. *Wasp* is back on duty in the Atlantic, but the memory of those tourist spots lingers on.

*Top Left: Wasp* cruises through the Mediterranean while on operations with the Sixth Fleet. *Top Right: Carriermen* enjoy the wonders of the Acropolis while sight-seeing in Athens, Greece. *Right: Wasp* men relax in the sun and enjoy the passing scene on French Riviera at Cannes. *Bottom Right: Sailors* from *Wasp* admire statue by Casino at Monte Carlo while visiting the principality of Monaco. *Bottom Left: Off-shore* view was all crew got as their ship anchored off Beirut.





# TAFFRAIL TALK

WITH THE YEAR 1958 a matter of history and a brand-new calendar on our desk, we were seized with a wild, mad impulse to clean out our hell-basket. Our plunge into the wilderness was rewarding. We found several outstanding examples of pin-up art, a news clip which vividly described the hard life of an editor, a number of personal letters we intended to answer but never got around to, a pen we thought we had lost, a number of paper clips, a clutch of unpaid bills, and too many miscellaneous contributions. We had tossed these in the basket because we didn't know what to do with them. We still don't, so we are passing them on for your consideration.

★ ★ ★

Someone has also invited our attention to the sad experience of Chief Engineman M. J. Burkholder, usn. What happened to him we wouldn't wish on our best enemy.

He's attached to the District Motor Pool, Kodiak, Alaska, where, not so long ago, a Halibut Derby was held. The prize was won by a 13-pound entry. Meanwhile, Burkholder, with the help of two of his friends, struggled for an hour or more to land a 237-pound monster on a 65-pound test line.

So what's wrong with that? Nothing, except he hadn't bothered to enter the derby. He just went fishing for the halibut.



We also found an elderly copy of the *Jax Air News* which, in turn, told of the discovery by LCDR H. F. Johnson of a still older copy of "The Observer," ship's newspaper of USS *Lexington* (CVA 16), dated 20 Mar 1931.

So what? Nothing much except, as LCDR Johnson says, its masthead was interesting. It shows a certain CAPT E. J. King as CO; a CDR J. H. Hoover as Exec; and the editor was an All-Navy golfer named LCDR William S. Popham. Among its news items was a reference to CDR Daniel Hunt reporting aboard as medical officer and a mention of a young pilot LT A. M. Pride.

As LCDR Johnson says, he didn't know it, but he was traveling in fast company. The commanding officer went on to wear the five stars of a Fleet Admiral and the executive officer in later years, was to wear the four stars of an Admiral.

The medical officer who had just reported aboard became a RADM in the Medical Corps, and the young pilot, who had just received his first intimations of glory with the first landing aboard the ship, later turned out to be—VADM Alfred M. Pride. The editor of "The Observer" retired not too long ago as a RADM.

As we've said before almost to the point of boredom—better be respectful to your shipmates. Some of them may end up as admirals.

*The All Hands Staff*

## The United States Navy

### Guardian of Our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

## ALL HANDS

the Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Use of funds for printing of this publication approved by the Director of the Bureau of the Budget 25 June 1958. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly. The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

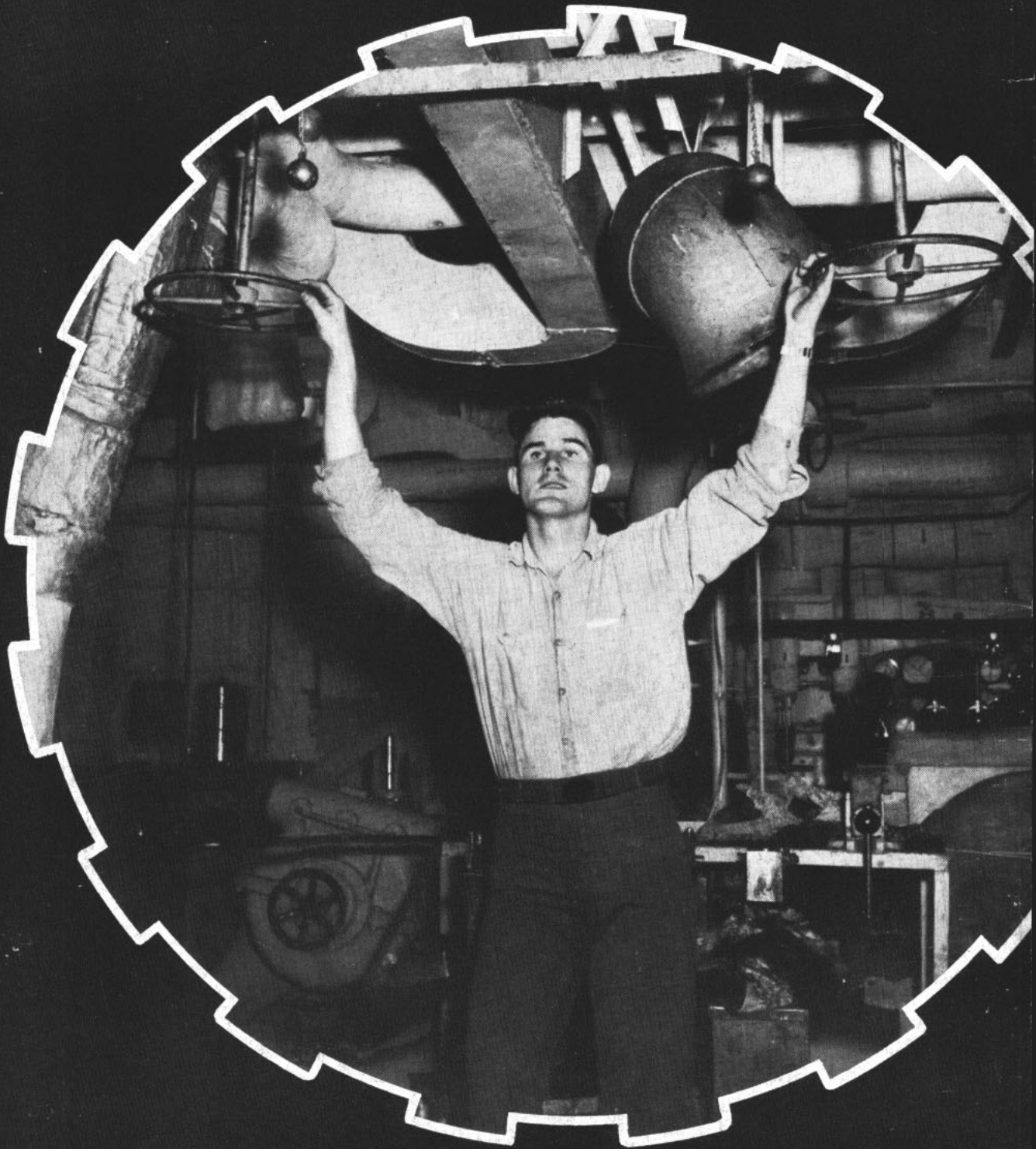
Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO addresses for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: HOLD TIGHT—Deck gang member of USS *Rankin* (AKA 103) climbs high while securing for rough weather before cruise through a gale in Atlantic waters off Norfolk, Va.



**WHAT MAKES THE WHEELS GO ROUND?**



**YOU!**